The Victoria Daily Times.

VOL. 1. VICTORIA, B. C., MONDAY, JUNE 1, 1885. NO. 301

TRAVELERS' GUIDE

CANADIAN PACIFIC RAILW'Y

Time Card No. 5.

To take effect at 12 p. m. Sept. 4, 1884.

GOING EAST. No. 3, Freight, Sund'y only.	No. 1, Mixed, Tues'ds Thurs.	Distances.	STATIONS.		GOING WEST. No. 2, Mixed, Monday Wed.	No. 4, Freight Fri'ys only.
3.00 P.M.	3.00 P.M.	0	Pt. Moody	D A	6.30 P.M.	6.00 P.M.
3.06 "	3.06 "	6	Pt Hammond	D A	6.20 "	5.50 "
3.20 "	3.20 "	12	Whonnock	D A	6.00 "	5.30 "
3.35 "	3.35 "	20	Mission	D A	5.40 "	5.00 "
3.50 "	3.50 "	29	Keroselle	D A	5.15 "	4.15 "
4.10 "	4.10 "	40	Harrison River	D A	4.50 "	3.35 "
4.35 "	4.35 "	52	Agassis	D A	4.20 "	2.50 "
5.05 "	5.05 "	64	Hope Creek	D A	3.50 "	2.05 "
10.51 "	10.51 "	86	Hope	D A	11.35 A.M.	11.35 A.M.
11.30 "	11.30 "	96	Texas Lake	D A	11.00 "	11.00 "
11.50 A.M.	11.50 A.M.	99	Ruby	D A	10.45 "	10.45 "
1.10 "	1.10 "	107	Kent	D A	10.20 "	10.20 "
1.30 "	1.30 "	110	Yale	D A	10.00 "	10.00 "
	2.30 "	126	Emory's	D A	9.00 "	8.10 "
	3.20 "	136	Nicomen	D A	8.00 "	7.10 "
	3.35 "	139	Nicomen Island	D A	7.50 "	6.50 "
	3.50 "	143	Rockey	D A	7.30 "	6.30 "
	4.45 "	150	Cisco	D A	7.00 "	5.30 "
	5.05 "	154	Lytton	D A	6.35 "	4.55 "
	7.40 "	160	Gladwin	D A	5.00 "	3.00 "
	8.30 "	164	Thompson	D A	4.30 "	2.30 "
	8.45 "	168	Drynoch	D A	4.10 "	2.10 "
	8.55 "	169	Spence's Bridge	D A	3.40 "	1.40 "

Train No. 5 Freight.

Leaves Yale for Spence's Bridge at 7.00 A.M. Sundays only.

A. ONDERDONK, General Manager. M. J. HANLY, General Superintendent.

CANADIAN PACIFIC RAILWAY.

The New Line Toronto & Montreal, via Ottawa.

TIME TABLE.	Morning Express.	Night Express.
Leave Montreal	8.05 A.M.	8.00 P.M.
Arrive Ottawa	12.05 P.M.	11.00 P.M.
" Toronto	10.00 P.M.	5.45 A.M.
Leave Toronto	8.30 A.M.	3.00 P.M.
" Ottawa	7.05 P.M.	4.27 A.M.
Arrive Montreal	10.55 P.M.	6.25 A.M.

Elegant Parlor Cars on day trains. Luxurious Sleeping cars on night trains.

Close connection at OTTAWA with trains to and from

Sudbury, North Bay, Pembroke, Renfrew Arnprior

And all points in the Upper Ottawa Valley. Connections at Toronto for all points WEST, SOUTH and NORTHWEST.

W. C. VAN HORNE, General Manager.

Scale of charges from Victoria to the undermentioned points. Tickets can be procured from Robt. Irving, Agent, O. R. & N. Co., C. P. N. building, Wharf street.

	1st Class.	2d Class.	3d Class.
Boston	$135 50	$100 50	$74 50
New York	135 50	107 50	72 50
Halifax	145 50	118 50	83 50
St. John, N. B.	144 00	115 50	80 50
Philadelphia	131 75	105 00	71 00
Montreal	125 50	105 50	70 50
Toronto	127 50	101 50	66 50
Kingston	122 25	97 25	65 25
Ottawa	135 00	106 00	71 00
Hamilton	127 50	101 50	66 50
Guelph	126 75	101 50	67 50
London	124 00	99 00	64 00
Buffalo	127 50	101 50	65 50
Detroit	121 50	96 50	61 50
Chicago	113 50	90 50	56 60
St. Paul	105 00	82 00	52 00
Duluth	105 00	82 00	52 20
Winnipeg	113 25	90 25	54 90

Pullman Car accommodation from Portland to St. Paul can be secured at the above office in advance. A Dining Car is attached to all through trains (meals served a la carte). The Atlantic Express leaves Portland daily at 11.40 a. m., affording travellers an excellent opportunity of beholding the unrivalled scenery of the Columbia River as far as The Dalles.

Condensed Through Time Table.

Passengers going South and East will find the following time card of interest:

Miles.	Leave Portland	Arrive Spokane Falls	Leave Spokane Falls	Arrive Portland	STATIONS.	Distances.
0	8.00 PM	1.05		6	Lv. ... Portland ... Ar	0
6	8.20 "	12.45		9	... East Portland ...	3
92	9.27 "			66	Ar. ... Hood River ... Lv	117
99	10.50 "				Lv. ... Dalles ... Ar	127
140	"		8.00	"	... Deville ...	167
155	"		10.00	"	Lv. ... Cheatlis ... Ar	187
170	"		2.00	"	Lv. Wallula Junction Ar	232
170	"		2.00	"	Lv. Wallula Junction Ar	232
225	"		6.15	"	... Palouse Junction ...	316
240	"		7.00	"	Ar. ... Spokane ... Lv	329
240	"		7.00	"	... Cheney ...	329
300	"		9.00	"	... Spokane Falls ...	391
300	"		11.37	A.M.	... Rathdrum ...	391
411	A.M.		2.30	"	... Missoula ...	510
500	"		6.30	PM	... Garrison ...	598
520	"		8.10	"	Ar. ... Helena ... Lv	617
520	"		8.15	"	Lv. ... Helena ... Ar	617
600	"		12.00	M	... Bozeman ...	695
700	"		4.15	PM	... Billings ...	795
720	"		5.25	"	... Bismarck ...	815
1440	"		3.30	AM	... Fargo ...	1535
1512	"		8.00	"	... Stillwater ...	1611
1517	"		8.45	"	Ar. ... St. Paul ... Lv	1616

Emigrant train leaves East Portland daily at 6.20 A.M., arriving at 7.40 P.M. daily. Time, 34 hours each way.

Steamer leaves Ash Street Wharf at 5.30 P.M. and East Portland at 6.00 P.M., connecting with N. P. R. R. train for all points east.

Northern Pacific train to connect with Puget Sound and Victoria boats leaves Portland daily at 9.25 A.M., arriving at Tacoma at 6.05 P.M. leaves Tacoma for Portland at 7.35 A.M., and arrives at 4.15 P.M.

CHICAGO & GRAND TRUNK TIME TABLE.

Chicago & Grand Trunk and Grand Trunk Railways.

	Limited Express.	Atlantic Express.
Lv. Chicago via C. & G. T. Railway	3.21 P.M.	8.20 P.M.
Ar. Port Huron	7.30 A.M.	1.00 A.M.
" London	2.20 P.M.	10.40 P.M.
" Hamilton	6.30 A.M.	1.55 P.M.
" Suspension Bridge	8.05 A.M.	3.15 P.M.
" Buffalo	9.15 A.M.	5.10 P.M.
" Toronto	8.10 A.M.	4.10 P.M.
" Montreal	7.00 P.M.	7.10 A.M.
" Portland	12.25 P.M.	8.20 P.M.
" Boston via Niagara Falls	12.10 A.M.	9.35 A.M.
" Boston via Montreal	8.30 A.M.	7.05 P.M.
" New York	10.00 A.M.	7.30 P.M.

Trains leave Chicago daily. Sundays included.

CANADIAN PASSENGERS will now have their baggage examined and passed customs at depot in Chicago, corner Fourth avenue and Polk street, thereby avoiding all annoyance and delay at the Canadian frontier.

W. J. SPICER, Gen. Manager. GEO. B. REEVE, Traffic Manager.

J. A. ROBBINS, Western Passenger Agent, Chicago and Grand Trunk Railway, Chicago.

AT ST. PAUL

Travellers have a choice of routes. Passengers arrive in and depart from the Union Depot, thus avoiding the expense of transferring baggage. The several routes to Chicago Milwaukee and all points, are

The famous Albert Lea Route.
The great Rock Island Line.
The Chicago, Milwaukee & St. Paul.
The Chicago and Northwestern.
The Royal Route.

The distance from St. Paul to Chicago is about 410 miles. The trip is made in 14 hours. Trains leave each city in the morning, mid-day and evening.

"NIAGARA FALL ROUTE."

Is the Name by which

The Michigan Central R. R.

is universally known because (1) it is the only line out of Chicago running its trains via the Niagara Falls, giving passengers a full view of that world's wonder. (2) it is the only line between those two points and Toronto, under same management. Through express trains are run as below, offering to all classes of passengers more and better accommodation than any other line:

Lv. Chicago	9.00 A.M.	8.00 P.M.	4.35 P.M.	8.40 P.M.	10.35 P.M.
Ar. Detroit	6.45 P.M.	5.55 A.M.	1.20 A.M.	4.30 A.M.	6.30 A.M.
	6.50 P.M.	6.00 A.M.	1.25 A.M.	4.35 A.M.	6.35 A.M.
Ar. St. Thomas	10.10 P.M.	9.25 A.M.	4.50 A.M.	7.55 A.M.	9.55 A.M.
Ar. N. Y. (via Toronto)	8.00 A.M.	10.00 P.M.	12.30 P.M.	12.40 P.M.	6.25 P.M.
Ar. Niagara Falls	11.20 A.M.	12.50 A.M.	7.45 A.M.	11.00 A.M.	9.00 P.M.
Ar. Buffalo	11.40 A.M.	1.05 A.M.	8.00 A.M.	11.20 A.M.	9.20 P.M.

Connecting with N. Y. C., N. Y., L. E. & W., B. L. & E. and Erie and Pittsburgh lines.

D. MCMICHAEL, Gen. Pass. and Ticket Agent, Chicago. J. CHARLTON, Gen. Manager, Detroit.

No. 116—A BY-LAW.

Respecting the Fire Limits, Wooden Buildings, and the Storage of Hay and Straw.

IN AMENDMENT OF THE EXISTING BY-Laws to be enacted by the Mayor and Council of the Corporation of the City of Victoria as follows:

1. Section 2 of "The By-Law for Prohibiting the Erection of Wooden Buildings, 1879 Amendment By-Law 1882" is hereby repealed, and in lieu thereof the following substituted:

"2. That portion of the City of Victoria which is contained within the limits hereinafter described namely—commencing at the north-west corner of lot 127, thence running easterly along the northern boundary of the said lot to Store street, thence easterly across Store street in a straight line to the centre of Fisguard street thence easterly along the centre of Fisguard street to the centre of Douglas street, thence southerly along the centre of Douglas street to the centre of Courtenay street thence along the centre of Courtenay street to the northeast corner lot 8, thence along the northern boundary of lot 8 to the shore of Victoria Harbor, thence along the shore line of Victoria Harbor to the point of commencement,—is hereby declared to be within the Fire Limits of the said city."

2. No addition to or alteration of any wooden building within the said Fire Limits shall be made.

3. No building other than with main walls of brick, iron or stone, and roofing of incombustible material, shall be erected or placed within the said Fire Limits.

4. It shall be lawful for the Mayor and Council of the said city to authorise by resolution any officer therein named to pull down or remove any building which shall have been constructed or placed in contravention of this By-Law; and all expenses reasonably incurred in pulling down or removing any such building shall be repaid by the owner or owners thereof to the Treasurer of the said Corporation, and shall be recoverable with costs in a summary manner before the Police Magistrate or any other Justice of the Peace having jurisdiction within the said city.

5. In this By-Law the word "building" shall not apply to any shed within the curtilage of another building and used exclusively for the storage of fuel for consumption in such other building, such shed not exceeding ten feet by twelve feet in superficial linear measure and ten feet in height, nor shall it apply to any shed erected or to be erected wholly on or over the wooden piles of a wharf on the water front; but no shed shall hereafter be erected on any wharf within the said Fire Limits other than with roofing of incombustible material.

6. The quantity of hay or straw or hay and straw permitted to be stored or kept for sale or use in any building within the Fire Limits shall not exceed the following, namely:

For every Livery or Hack Stable, 15 tons.
For storage or sale, 15 tons.
For private consumption, 2 tons.

7. Every By-Law or portion of a By-Law which is inconsistent with any provision of this By-Law is hereby repealed.

8. This By-Law may be cited as the "Fire Limits and Wooden Buildings By-Law 1885."

Passed the Municipal Council the 8th day of April, A. D. 1885.

Reconsidered and finally passed the Council the 22nd day of April, 1885.

(L.S.) R. P. RITHET, Mayor.
JAMES D. ROBINSON, C. M. C. ap23

No. 117—A BY-LAW

To Amend the Buildings Removal By-Law, 1884.

BE IT ENACTED BY THE MAYOR AND Council of the Corporation of the City of Victoria as follows:

1. Section 3 of the Buildings Removal By-Law, 1884 is hereby amended by striking out the word "Application" in the first line and substituting the word "applicant" therefor, and by striking out "$5" and substituting "$10" therefor.

2. Section 4 of the said By-Law is hereby amended by striking out the words "one hundred" between the words "least" and "dollars" and substituting the words "two hundred and fifty" therefor, and by striking out all the words after the word "dollars."

3. Section 5 of the said By-Law is hereby amended by striking out the words "any person moving" at the commencement thereof, and substituting the words "every person who has obtained permission as aforesaid to remove."

4. The said By-Law is hereby further amended by inserting therein the following clause as section 6 and by striking out the figure 6 and substituting the figure 7 at the commencement of the section now numbered "6." Every permission to remove any building as aforesaid shall state the number of days within which such removal is to be effected; and every person to whom such permission shall have been granted who shall fail to complete the removal therein mentioned within the time therein limited therefor shall forfeit and pay to the Treasurer of the said Corporation the sum of $10.00 for each and every day or portion of a day that he shall be in default in the premises, and in every such case it shall be lawful for the Mayor or a majority of the Street Committee of the Council of the said City to cause the building to be removed from any street or public thoroughfare and all costs and expenses attending such removal shall be repaid by the owner or owners of such building to the Treasurer of the said Corporation and shall be recoverable with costs in like manner as any penalty incurred for the breach of a By-Law.

5. This By-Law may be cited as "The Buildings Removal Amendment By-Law 1885."

Passed the Municipal Council the 8th day of April, A. D. 1885.

Reconsidered and finally passed the Council the 22nd day of April, 1885.

(L. S.) R. P. RITHET, Mayor.
JAMES D. ROBINSON, C. M. C. ap23

CITY OF VICTORIA

Water Works.

CONSUMERS ARE HEREBY NOTIFIED that the water will be SHUT OFF from the City at 8 o'clock TO-NIGHT for a period of six hours.

It having been found necessary to alter the main pipe at Snider's Hill, which alteration will occupy one week, and although every precaution has been taken, and will be, to prevent any accident whereby a continuous supply will not be given during the prosecution of the work, yet an accident may arise.

Consumers are therefore requested to keep at least one day's supply on hand.

THOS. RUSSELL, Water Commissioner.

City Hall, Victoria, B. C., 9th May, 1885. my19

NOTICE

ALL THOSE INDEBTED TO THE FIRM of Calibreath, Hyatt & Cook, Cassiar, are requested to call on the undersigned at the office of Reed & Lippett, second door from the Telegraph office, Victoria, to settle their indebtedness, as we are about to close up the business.

Vict. is Dec. 3rd, 1884. dec 4d

CLASSIFIED BUSINESS CARDS.

VETERINARY SURGEON.

VETERINARY SURGEON.

Dr. Blanchard, V. S.,

A. O. A. C.: F. M. V. M. A.

OFFICE with H. Percy Blanchard, Esq., Bastion street. may30 1m

FURNITURE, ETC.

A. E. SHORE,

NEW AND SECOND-HAND FURNITURE, Johnson street, between Government & Broad, Victoria, B. C.

DRAYMAN.

WM. McDOWELL.

TRUCK AND DRAYMAN.

Furniture and pianos moved at reasonable rates. The only spring truck in the Province. All work executed with despatch. Charges reasonable. Orders may be left on the slate at the office of Mr. E. B. Marvin, Wharf street. my21

BOOTS AND SHOES.

IRVING BROS.

BOOT AND SHOE STORE,

Government Street, bet. Broughton & Courtenay, Victoria, B. C.

REPAIRING A SPECIALTY.

CIVIL ENGINEERS.

HARRIS & HARGREAVES,

CIVIL ENGINEERS, LAND SURVEYORS, AND ARCHITECTS.

S.W. cor. of Government & Bastion Sts., up-stairs VICTORIA, B. C.

Plans, specifications and estimates furnished for buildings.

ARCHITECTS.

JOHN TEAGUE.

ARCHITECT.

GOVERNMENT STREET, VICTORIA, B. C.

BURRIS & DE LA PENOTIERE,

ARCHITECTS AND ENGINEERS.

Moody's buildings, cor. Broad and Yates Street VICTORIA, B. C.

S. C. BURRIS, Architect. W. DE LA PENOTIERE, Architect, C. E., D. L. S.

REAL ESTATE

JOHN J. AUSTIN,

NOTARY PUBLIC.

Real Estate and General Agent. Loans negotiated. Town and Country Property for sale. Office Colonist Building. P. O. Box 50.

MERCHANTS.

TURNER, BEETON & Co.

MERCHANTS.

H. C. BEETON & Co., 36 FINSBURG CIRCUS LONDON, E. C. Wharf Street, Victoria, B. C.

IRON WORKS.

ALBION IRON WORKS Co. Limited.

HOME INDUSTRY.

Engines and Boilers of every description. Cooking and Heating Stoves, etc. Antoine Gray, Manager. W. F. Bullen, Secretary.

GROCERIES.

J. PIMLAYSON,

GOVERNMENT ST., VICTORIA, B. C. Dealer in FINE FAMILY GROCERIES, of all kinds. Table delicacies in great variety. Also, choice Tea and Coffee.

BARRISTERS, SOLICITORS, ETC.

W. POLLARD,

BARRISTER, SOLICITOR, NOTARY PUBLIC AND CONVEYANCER.

OFFICE—Langley Street, Victoria. P. O. Drawer

PRINTING.

HUNTER MILLER,

STEAM BOOK & JOB PRINTER,

Johnson St., near Broad. VICTORIA, B. C.

Certificate of Incorporation.

WE, THE UNDERSIGNED, hereby certify that we desire to form, under the provisions of the "Companies Act, 1878," a Company, as hereinafter mentioned.

1. The corporate name of the Company shall be "The Victoria Times Printing and Publishing Company, Limited Liability."

2. The objects for which the company shall be formed are:—

(a.) The printing and publishing of a daily and weekly newspaper.

(b.) The carrying on of a general printing and publishing business.

(c.) The renting, purchasing, and holding of such land and buildings as may be found necessary and convenient for the purposes of the Company.

(d.) The doing of all such things as are incidental or conducive to the attainment of the above objects.

3. The capital stock of the company shall be $20,000, divided into 200 shares of $100 each.

4. The time of the existence of the Company shall be fifteen years.

5. The number of the Trustees shall be three, and their names are John Campbell McLagan, John Grant and William Templeman, all of the City of Victoria, who shall manage the affairs of the Company for the first three months.

6. The principal place of business of the Company shall be at Victoria.

7. A stockholder shall not be individually liable for the debts or liabilities of the company, but the liability of a stockholder shall be limited to the proportion thereof upon the amount of his respective shares) to assessments levied, and the charges thereon if advertised as delinquent, during the time that he is a stockholder, upon a share or shares of which he is the holder, as shown by the stockholders' register book of the Company; assessments and charges thereon when taken collectively shall not exceed in the aggregate, the value in dollars printed or shown upon each share when issued.

Dated at Victoria, this thirtieth day of April, one thousand eight hundred and eighty-five.

J. C. McLAGAN, [L. S.]
JOHN GRANT, [L. S.]
WM. TEMPLEMAN. [L. S.]

Witness—J. ROLAND HETT.

Ice Cream! Ice Cream!

STEITZ BROS.

Beg to notify their Patrons and the Public that commencing

Saturday Afternoon, April 25, 1885,

They will again begin the manufacture of their

Celebrated Ice Cream

And that on and after that date during the season, they will be prepared to supply their Customers by the

GLASS, PINT, QUART OR GALLON

Orders left at the Restaurant, Yates street, will receive prompt attention. ap24 1m

WANTED

ADVERTISEMENTS under this head, three insertions, 50 cents; six insertions, 75 cents.

WANTED—A girl to cook and do general housework. Apply between the hours of 1 and 2, to Mrs. J. A. Sayward, at the junction of Douglas and Government streets. may30

WANTED—In a small family, a girl to do cooking and general housework. Apply at the TIMES OFFICE, or to Mrs. Neufelder, Fort street, between the hours of 10 and 12 a.m. ma28

WANTED—Position as Ladies' Nurse by a thoroughly competent person, either by the week or month. Apply at fourth house from Humboldt street, Victoria Terrace, Church Hill. my27 6t

WANTED—A strong, active woman or girl to do general housework and assist with children; good wages will be paid to a suitable person; washing given out. Apply at THE TIMES Office. my21

100 MEN WANTED—To learn that they can place their advertisements under this heading at the rate of only 50 cents for three insertions.

TRY IT—Try an advertisement under this heading if you require a situation. The rate is nominal—only 50 cents for three insertions.

WANTED—Five hundred new subscribers for the DAILY TIMES, which will be delivered at their residences for 25 cents per week.

FOUND.

A SMALL brownish Dog, with a leather collar, blue, with red strip in the centre, and locket on his neck was found at the fire this morning. By leaving address of owner at this office the dog will be delivered by paying charges. ma29

FOR RENT.

FOR RENT—With or without board, two furnished rooms. Apply to Mrs. Duncan Cameron, Michigan street, James Bay, or to Mechanics store, Johnson street. may30 6t

FOR RENT.—A new house to let. Apply to T. W. Pierre, Tailor and Dyer, Victoria Dye Works, Yates street. ma28 1mDAW

FOR RENT—Furnished Rooms in a new house; clean, neat and comfortable; from $5 per month upwards. Apply fourth house from Humboldt street, Victoria Terrace, Church Hill. my27 6t

FOR RENT—Spacious offices to rent over the Albion House. my1-tf

FOR SALE.

FOR SALE—Furniture of Lodging House with nine rooms for sale. House is in good locality, and party buying the furniture has the option of renting the house. Apply my27 6t TIMES Office.

PERSONAL.

ANY PERSON knowing anything of the whereabouts of one F. J. Sargent, who, it is supposed, was formerly employed on the mint land Mary Taylor, and who is supposed to have left this city about nine months ago for Port Townsend, will oblige by sending such information to The Times Office.

MEETINGS.

AN ENTERTAINMENT IS GIVEN AT THE Temperance Hall every Saturday evening. Good Temperance speakers and Musical Selections, with Recitations, forming a good programme. The Nine Hibern Band will be in attendance. All are cordially invited. Chair takes at 8 o'clock precisely. HENRY RUDGE, President.

THE I. W. C. T. U. OF VICTORIA MEETS every third Monday in each month at Temperance Hall, on Pandora st., at 7.30 p. m. A good programme and sociable time at every meeting. Strangers cordially invited. no5-tf

Perseverance Lodge No. 1, I. O. G. T.

MEETS EVERY TUESDAY EVENING AT Temperance Hall, Pandora street, at 8 o'clock. Visiting brethren are cordially invited to attend.

MIDWIFERY.

MRS. McGREGOR, MIDWIFE, RECENTLY from Halifax, N. S. Diploma and highest testimonials of proficiency from the University of Edinburgh. Calls promptly attended to. Residence, corner of Douglas and Cormorant street, over Gessell's grocery store. feb1

DR. CHIPP,

(Licentiate of Medicine)

M. R. C. S., L. S. A., London, Eng.

OPERATIVE SURGEON. Diseases of the Throat and Nervous System and all Organic Affections, specialties. Office hours: Morning, 9 till 10 o'clock; Evening, 6 till 9 o'clock. Note—Women and Children only afternoon from 2 to 5. Office: Langley and Bastion streets, Victoria, British Columbia. my27

DRS. MacSWAIN & DEARDEN

PHYSICIANS & SURGEONS.

OFFICE—Fort street, above Douglas. Open day and night. **Telephone Call, 112.**

A. MACSWAIN, M. D., L. R. C. P., London, Eng.
G. A. DEARDEN, M. D., C. M., McGill, Montreal. decl1

"Land Registry Ordinance, 1870."

Lots 539, 540, and 541 Victoria City.

WHEREAS the Certificate of Title of William Leigh, late of Victoria, Province of British Columbia, to the above mentioned lots, bearing date the 7th day of August, A. D. 1861, has been lost, and application has been made for a duplicate of such Certificate, notice is therefore hereby given that such duplicate will be issued unless cause be shown to the contrary in writing within one month from the date hereof.

CHAS. JAS. LEGGATT, Acting Registrar General.

Land Registry Office, Victoria, 27th May, 1885. my27 1m

Estate of Edwin Alfred Leigh, Deceased.

CREDITORS are requested to send their claims and debtors to pay their accounts, to Mrs. Leigh, the widow, and Executrix of the will of the deceased.

J. ROLAND HETT, Solicitor for Mary Jane Leigh, the Executrix. Langley St., Victoria, May 4, 1885. my11f

NOTICE,

THE PARTNERSHIP HERETOFORE EXISTING between the undersigned Gideon Robertson and John C. McLagan, carrying on business as Brokers, and Estate Agents, under the firm name of Robertson, McLagan & Co., was by mutual consent dissolved on the 21st day of April last; John C. McLagan retiring from the business.

GIDEON ROBERTSON, J. C. McLAGAN.

Witness, WALTER E. GRAVELEY. my25-6t

Notice

IS HEREBY given that I intend making application to the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land, more or less, situate at Hope Sound, New Westminster District, and described as follows:—Commencing at a point on the W boundary of the Hastings Sawmill Co's claim No. 2, marked by a squared post; thence Mag. N along the line of said claim No. 2, 80 chains; thence true N 80 chains; thence true W 40 chains; thence true S 80 chains; thence true E 12 chains, more or less, to meet on the W boundary of said claim; thence along said boundary to the point of commencement, containing 320 acres, more or less.

Victoria, B. C., 4th May, 1885. my4to-6t

ALONG THE C. P. R. LINE.

From Ontario to British Columbia on the All-Rail Route.

Graphic Description of the Country—Pen Sketches of the Scenery.

Mr. P. L. Trout, writing to the Toronto Globe from this city on the 4th of May, gives an interesting account of his travels over the C. P. R. from Ontario to British Columbia. The writer informs his readers that the eastern boundary of this province terminates at the summit of the Rocky mountain range, at a point seven miles from Laggan station. "The railway, he says, passes through no less than four ranges of mountains. These are the Rockies, the Selkirks, the Gold range, and the Cascades. There is still another called the coast range, through which the railway does not pass. The Rocky mountain range may be said to be reached at Calgary, and passed when the first crossing of the Columbia river is reached. The pass through which the railroad runs is called the

KICKING-HORSE PASS.

After crossing the Columbia river the first time the pass through the Selkirks is entered. This is called the Illiciliwit or Moberley pass. This ends at the second crossing of the Columbia river. The next is the Gold range—through which the line of the railway runs through what is called Eagle pass to Shuswap Lake. After this the railway follows the shore of the Thompson and Fraser rivers to the coast.

The traveler on the C. P. R., in traveling westward, will pass over what is probably

THE BROADEST STRETCH OF LEVEL COUNTRY IN THE WORLD.

For several days in succession he will see the sun rise and set much the same as if he were out on mid-ocean, although he may be moving night and day at the ordinary railway speed. When he nears Calgary there will be an abrupt change, and he will find himself for about the same length of time traversing the roughest and most mountainous country in the world. It will be mountains succeeding mountains until it will seem that he is never going to see level land again. Even after he reaches Victoria, the capital of British Columbia, he will still see a range of mountains ahead of him so high that even in this warm climate the snow never leaves their tops during the whole year.

GRAND AND IMPOSING SCENERY.

In our journey over this route, after leaving Laggan, we reached the summit of the Rocky Mountains. The railroad now descends along the side of the Kicking-Horse River until that river joins the Columbia. The scenery along this pass is grand and imposing in the extreme, but the pleasure is much marred by a realization of the fact that we are descending a grade of forty-five feet in the thousand. It seemed to me to be much more than that. I had also the comforting assurance that it is not an unusual thing for the train to get beyond the control of the engineer and breakman and run away. It indeed looks mysterious to me how it can be avoided. In several of those runaways, I was told by the men that were on them, that they saved themselves by jumping off and letting the train go to destruction. The company have, however, provided safety switches by which a train may be run in on a side track on up grade.

GOING DOWN THIS TERRIBLE INCLINE

over roaring mountain-torrents along the edge of precipices 1,000 feet high, and dashing through tunnels black as midnight, the impressive mountain scenery through which we passed was but little noticed, as a decidedly flesh-creeping, scalp-raising sensation was produced by a consciousness of the danger we were in, and our thoughts were more on what our past life had been, and what kind of scenery the next world was going to present to us. After traveling about seven miles on this downward road we began to breathe more freely, and came into a country at least 30 or 40 degrees warmer than the summit which we had passed.

THE TOWN OF BEAVER CREEK.

After an uneventful ride of four or five hours we reached the valley of the Columbia river. Here the country is heavily timbered and what seemed to me to be good farming land. After crossing the Columbia, the railroad follows the valley of the Beaver until it reaches the summit of the next mountain range (the Selkirk). The town of Beaver, about 20 miles from the crossing of the Columbia, is the present terminus of the road westward. It is a place of about 500 inhabitants, and, like the other small towns along the line, it has been entirely built without sawed lumber of any description, but this has been almost made up by using boards split out of those gigantic cedars which grow in the valleys all over this country. The valleys here, and the sides of the mountains for miles up, are heavily timbered with an excellent quality of spruce, which grows 150 to 200 feet in height and as large as five and six feet in diameter at the butt. When it is remembered that this timber averages some

FIVE OR SIX MILLIONS TO THE SQUARE MILE,

some idea of the enormous timber wealth of this country may be gained. But a great offset must be made for the place where it grows and for the trouble there must be in getting it off the sides of the mountains. There is an immense amount of good farming land. Snow slides

FROM ONE TO TWO HUNDRED FEET DEEP,

The trouble with it is that it stands on its edge. After leaving Beaver, a journey on foot of eighty miles brought us to the second crossing of the Columbia river. This pass is called the Moberley or Illiciliwit pass. The mountains on either side of us far surpassed any that we had yet seen, and the snow-slides, I have not the slightest doubt, surpass anything ever seen in Switzerland. They were from one hundred to two hundred feet in depth and large enough to cover a good sized town. These slides generally follow some ravine down the sides of the mountain and take the timber along the sides of the ravine with them, cutting them off close to the ground as completely as the woodman's axe could do it, and hurling and smashing them as though they were straws. Many of those ravines are crossed by the railroad line and will have to be bridged over; but how to build a bridge that will not be at the mercy of those snow-slides is to me an unsolvable mystery. The greater part of the line, I am told, is being changed from the north to the south side of the pass. This will [illegible] still there are 12 or 15 miles of the road where there seems no possibility of escaping them. There have been some five or six lives lost this winter in those slides and a large number of almost miraculous escape.

FARWELL THE WICKEDEST PLACE ON THE CONTINENT.

After we had tramped about 80 miles through this terrible gorge, we came out of it on the bank of the Columbia River, at the town of Farwell. This town resembles the town of Beaver, already described. I noticed a statement in some of the papers that the town of Beaver was the wickedest on the continent, but I am well satisfied that the author of this uncharitable statement never saw the town of Farwell. The amount of drunkenness I saw in both places exceeds by several hundred per cent. any other places of the same size I have ever been in, and that in the face of a prohibitory law and whiskey at 50 cents per glass. All kinds of gambling, and every species of licentiousness and lewdness are practiced at all hours of the day and night. After crossing the Columbia the second time we found ourselves among a class of people who were very noticeably different from any that we had left behind. The headquarters of those people is in San Francisco, and the manners, customs, slang phrases, etc., are those of California.

SHORT AND LONG BITS.

We also found a change in the currency, and instead of dollars, cents, and mills, the only money table in use is eight bits make $1, and the price of everything is quoted in dollars and bits—two bits, or twenty-five cents, being the smallest currency in use. Short bits, or ten cent pieces, and five cents by themselves have no purchasing power whatever, the lowest price for anything being two bits.

EAGLE PASS, A FUTURE CITY.

After journeying for forty-eight miles from the crossing through Eagle Pass, we came to Shuswap lake. Here is a small town called Eagle Pass, which I believe at some future day will be a beautiful city. It has certainly the prettiest location for a city I have ever seen. It is close to the mouths of the Eagle river and the Spillamacheen, and is the best sporting ground I ever saw. The Spillimacheen river is navigable for about 40 miles, and is said to flow through a beautiful farming and grazing country as yet but partially developed. From here we took a steamer to Kamloops, a distance of about ninety miles, which is a town of about 1500 inhabitants, with several churches, a large grist and saw-mill, and has an apparently good farming country around it.

SAVONA'S FERRY TO YALE.

After proceeding on a steamer about 30 miles further down the Thompson river, we came to Savona Ferry, to which place the C. P. R. is completed and from which three passenger trains per week run to the coast. We enquired the fare on the train to Yale, which is the best navigation on the Fraser river and distant about 120 miles. We were told that it was thirteen dollars. We of course considered that outrageous, but the next morning when we came to the train we were told that it was eighteen dollars,

THE FARE HAVING RAISED FIVE DOLLARS DURING THE NIGHT.

Nor was this all the extortion, as another dollar was to be added to this on account of the bills given for the fare being on the Bank of Montreal, a deduction of five per cent being made on them. These charges, however, are not exorbitant when compared with their freight charges, as I know it to be a fact that as high as 25 cents a pound is charged for freight, and the regular charges on freight is said to be more than twice that from Liverpool to Port Moody.

CANNOT COMPETE WITH THE CHINESE.

The town of Yale numbers about 2000 inhabitants, of which one-third are Indians, one-third Chinese, and the rest are whites. This, however, might be said of the whole country. If there is any excess it is in favor of the Chinese, who are fast outnumbering the whites. The white people find it utterly impossible to live here and support a family on the wages that are paid. The cost of living here is twice as much as it is in Ontario, and unless a white man lives in the same way as the Chinese, who keep no families and live on food that would not be considered fit for dogs, he need not try to earn a living in this country. Besides, a man who works for a living here is looked down on by the Chinese and everyone else, much the same as the white trash were in the South before the war. Indeed, we may even say now that the days when a laboring man can educate a family so that they can successfully struggle through life, are passed forever, and this on account of the short-sighted policy of our rulers, or what would be nearer the truth, their total disregard of the rights of those who are compelled by circumstances over which they have no control, to labor, working with their own hands to supply the wants of those dependent on them.

GENERAL NEWS.

Mr. J. K. Barrett, a former resident of Hamilton, has been appointed collector of inland revenue at Winnipeg.

The St. John Sun estimates that the amount of birch timber cut in New Brunswick during the past season amounts to something more than 25,000 tons.

The Bank of England rate for money which had stood at 3½ per cent since the 18th March last, was reduced on the 7th May to 3 per cent, borrowers finding their wants readily supplied at these rates.

At a recent test of agricultural implements in which American and Canadian came into competition, the Canadian received the preference. Sample binders from the United States and Canada were forwarded to South America for inspection, and the preference has been given to the Canadian machine at the same price. An order was received by cable on the 12th May for fifty Brantford grain binders which will constitute four car loads.

Delaying the Mails.

The Portland Standard says: We learn that the Eastern mail, which arrives here at 11.30 o'clock, is taken to the postoffice and not taken to the depot in time to go to the Sound the same day. This is a piece of useless delay, and there is no sense in the mail being hauled to the postoffice and back again, unless it be to give the contractor for transfer an extra job.

Baldness may be avoided by the use of Hall's Hair Renewer, which prevents the falling out of the hair, and stimulates it to renewed growth and luxuriance. It also restores faded or gray hair to its original color. Orders may be left at the [illegible]

Royalty in Ireland.

Here is another of the many stories going

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Monday, May 1, 1885.

THE DAILY TIMES.

—Published daily and weekly by the—
VICTORIA TIMES PRINTING AND PUBLISHING COMPANY, LD.

OFFICE—Government Street, Near Johnson.

TERMS OF SUBSCRIPTION.

DAILY TIMES, by mail to any part of Canada or the United States:
One year for $9.00
Six months 5.00
Three months 3.00
Delivered in all parts of the city by carrier, at 25 cents per week.

THE WEEKLY TIMES

Is published every Friday morning, is an excellent readable family journal, sent to all parts of Canada and the United States free of postage.

THE WEEKLY TIMES, per year $2.00
" " six months 1.00

TERMS—Strictly in advance.

TRANSIENT ADVERTISING—Per line, solid nonpareil: First insertion, 10 cents; each subsequent consecutive insertion 5 cents. Advertisements not inserted every day, 10 cents per line for each insertion. No advertisement in this classification inserted for less than $1.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business—published at the following rate per line space of solid nonpareil, the duration of publication to be specified at the time of ordering advertisement:—

More than two days and not more than one week, 20 cents.
More than one week and not more than one fortnight, 15 cents.
More than one fortnight and not more than one month, 10 cents.
Not advertisements under this classification inserted for less than $1 and accepted only for every day insertion.

PROFESSIONAL CARDS, 5 lines, $10 per month.

Notices inserted amongst regular reading matter, 25 cents per line for each and every insertion.

When cuts are inserted they must be ALL METAL—or mounted on wood.

Advertisements recommended by specific instructions inserted until ordered out.

Advertisements discontinued before expiration of period ordered will be charged the same as if continued for full time.

Special Rates for WEEKLY TIMES.

TO ADVERTISERS.—Changes for advertisements for the Daily edition must be handed in to this office not later than 10 A. M. on the morning of publication; otherwise insertion cannot be guaranteed.

Address, THE TIMES P. & P. CO., Victoria, B. C.

J. C. McLAGAN, Manager.

THE CANADIAN ALL RAIL ROUTE.

The announcement made in THE TIMES a couple of weeks since that the British Columbia Express company, in connection with the Canadian Pacific Railway company, were about to organize a system of transportation for freight and passenger traffic from this city to the east, in British territory, has been extensively copied and commented upon by the eastern press. The Ottawa *Free Press*, in referring to the event, says: "The all-rail connection between the Columbia river and Halifax, has been supplemented by an express service for passengers and freight between Victoria city and the west end of the Canadian Pacific. This latter service is described as very complete; and the combined service will at present take a passenger from Victoria city to Halifax—an all Canadian route—in two weeks. This time will be lessened as soon as the British Columbian gaps in the road are completed. Ottawa it should never be forgotten is the second most important point on all this through route, and if its people are enterprising enough there is no reason why with all the facilities it enjoys, Ottawa should not rival Montreal, as a great manufacturing centre. The opening of the Canadian Pacific transcontinental route is likely to revolutionize the earnings of some of the American roads. A fact or two will show this. In February last the Northwestern American trunk lines in a convention held at Chicago, agreed upon a rate of $22 from Chicago to Winnipeg including the Manitoba road and upon $8 from New York to Chicago, or $30 from New York to Winnipeg. The Pennsylvania railroad, however, cut down from $8 to $1 from New York to Chicago, thus practically reducing the immigrant rate from New York to Winnipeg to $23. It is said that there has since been an advance of $5 for ocean emigrant rates upon these figures. The Canadian Pacific has now a line through to Winnipeg upon Canadian territory independent of its American connections. The Canadian Pacific, which was a party to the Chicago convention, still holds to the rates there agreed upon for all immigrants sent via Chicago; but the American railroads have made a little discovery which astonishes them and will rather please Canadians. The Canadian Pacific, now that its line from the seaboard to Winnipeg is complete, has made a deal which outwits the American railroads. The Allan line and Canadian Pacific have between them agreed to take emigrants from Europe to Winnipeg for $25, of which sum the steamship takes $14 and the Canadian Pacific $11. This emigrant rate from Britain to Winnipeg is only $2.00 more than the ocean emigrant rate from New York to Winnipeg; or, on an average, it costs some $28 less to go from Britain to Winnipeg via the Canadian Pacific route, than it does from Britain to Winnipeg and the west' via New York and the American railroads. What will be the effect of this? What *must* be the effect of this agreement if adhered to? It means that to many British emigrants who have heard of Manitoba and the Canadian Northwest as a land of promise, this saving of nearly six pounds sterling in the cost of transportation means all the difference of going to the Canadian Northwest, and going somewhere else. If this rate can be successfully carried out, we shall expect to see immigrant trains passing through Ottawa city every day, laden with immigrants who will do for our Northwest prairies, what similar classes have done for the American western States—convert a wilderness into a paradise of well tilled farms and prosperous towns and cities.

ONE of the most extraordinary propositions of SIR JOHN MACDONALD'S Franchise Bill is that which provides that every tenant must have all his rent paid up before the electoral list of his district is made up, before he can have his name placed upon that list. This will enable the Revising barrister to strike off the name of any tenant he chooses, on the ground that he is a day or a week in arrear in his rent, and offers an opportunity for the perpetration of such fraud. A tenant who has not paid up his rent to the day is still liable for it, and there is no reason why he should be deprived of his vote.

PROTECTION VS. FREE TRADE.

Let such as are advocates of a high protective tariff read the following figures which have been carefully compiled from the trade returns of England, France, Germany and the United States. Since the abolition of the Corn Laws and the introduction of free trade the commerce of England has been on the increase yearly. To-day she stands as the only great nation on the face of the globe that has a system of free imports. By the adoption of this policy she has become the greatest trading community in the world. In neutral markets as is well known she can eclipse all rivals. Theorists and such as have not tested the matter assert that her goods are excluded from the protectionists markets of the world by high tariffs. The figures we to-day quote is proof of the false position the protectionists occupy and the utter unreliableness of the theories advanced by them. The fact is now beginning to force itself upon political writers and economists that the high protective tariffs prevailing in many countries not only foster, but likewise aid in immensely increasing the trade of free trade England, and will continue to do so until such time as moderation in the fiscal policy of protected countries prevails.

In 1882 England's total foreign commerce, amounted to £719,000,000
That of France to 335,000,000
That of Germany to 316,000,000
That of the United States 303,000,000

Reckoning per head of population
England did £20 7 10
France 9 0 0
Germany 7 0 0
The United States 5 8 0

England's food and her materials being untaxed, while those of protectionist nations are taxed, she is able to manufacture more cheaply than they can, and to undersell them in the markets of the world.

In the protected market of the United States England undersells France and Germany, and does more trade with them than either of these countries.

In 1882 the United States imported from Great Britain goods to the value of £39,000,000
From France 17,000,000
From Germany 11,200,000

In the protected market of France England has a similar advantage.
In 1882 France imported from Great Britain goods to the value of £29,000,000
From Germany 19,000,000
From the United States 15,600,000

In the protected market of Germany there is the same result.
In 1882 Germany imported from Great Britain goods to the value of £30,500,000
From France 13,000,000
From the United States 10,558,000

REPRESENTATIVES of several colonization companies are in Ottawa asking for a readjustment of their arrangements with the government. They realize that the granting of agricultural lands to the railway company free of charge has spoiled their chances, as the railway companys can undersell them, while the lands along the railway lines will be more readily taken up by settlers than land elsewhere. The prospects of the colonization companies have also been damaged by the rebellion, and they now ask that the government shall take back the lands that have been allotted to them and return the money paid in instalments on account of such lands to them without interest. The majority of those who jumped at SIR JOHN MACDONALD'S colonization company bait in 1882 realize that they have been badly victimized.

THE project of constructing a tunnel under the British channel to connect the French and British railway systems, has been rejected by the British government. There is a lingering dread among Englishmen that some way or other the French might invade England through such a tunnel. The tunnel would cost about $30,000,000, the chalk formation not offering any serious obstacle. Such a work was first proposed in 1802 by the French engineer Matchien to the first Napoleon. In 1872 right of way was actually granted by the French and British governments to a channel company who proposed to make a tunnel thirty-one miles long. The surveys have all been made and shafts have already been sunk on both sides of the tunnel for experimental purposes. Doubtless the tunnel will be built some day. It is a commercial necessity.

IN the senate, the HON. FRANK SMITH last week presented a number of petitions, from forty-two counties and cities in Ontario praying that ale, porter, lager beer, light wines, and cider be exempted from the operation of the Canada Temperance Act, and that the said Act may not come into force unless supported by at hree-fifths majority of those voting. In presenting the petitions Mr. Smith said that they were signed by 35,526 electors, each in his own handwriting, and that the petitioners comprised some of the wealthiest and best temperance men of the county. Other senators presented petitions of a similar nature.

EVEN the British Premier is not free from the foul breath of scandal. In his London letters to a Paris paper, COUNT PAUL VASALI paints MR. GLADSTONE as a gay old flirt, with a fondness for pretty actresses and a "passion for billet doux." This is putting the "grand old man" in an entirely new light.

TO FARMERS

WITH SMALL CAPITAL

TO BE LET FOR TWELVE MONTHS AND if approved a lease will be granted, a farm [illegible]

VICTORIA

Roller Skating Rink,

Will be Open Every Afternoon and Evening.

AFTERNOON SESSION

From 3:30 to 6 o'clock.

EVENING SESSION

From 7:30 to 10 o'clock.

SPECTATORS—Gents, 15 cents; Ladies free.
Admission, with skates on surface;
Gents ..... 25 cents.
Ladies ..... 15 "

Esquimalt Mail Stage.

From and after this date the fare by the mail stage running between

VICTORIA and ESQUIMALT

Will be 15 cents each trip, or

EIGHT SINGLE TRIP TICKETS, $1

Apply at office of

W. G. BOWMAN.

Broad Street, opposite Trounce Alley.

Victoria, October 24, 1884 oct 24

ESTABLISHED 1864.

A. & W. WILSON,

Plumbers, Gas Fitters,

BELL HANGERS AND TINSMITHS.

Dealers in Best Descriptions

Heating and Cooking Stoves.

Ranges, E c.

FORT STREET, VICTORIA, B. C.

TELEPHONE CALL, 186. (1)

NAAS RIVER

OOLACHANS!

SALTED AND SMOKED.

Just Arrived per Steamer Boscowitz.

Expressly Put Up, and for Sale by

Harrison & McAlister,

Cor. Johnson & Government Sts. may6

ARRIVED TO-DAY

A Large Variety of

Ladies Black, Colored Chip and Straw Hats.

All the leading novelties in

Gold, Tinsel & Fancy Flowers.

Gold and Black Feathers,

Fancy Humming Birds,

Aigrettes, and

Pom Poms.

MRS. WHITLAW'S,

Fort St., near Government.

N. W. SPAULDING

SAW COMPANY.

Manufacturers of SPAULDING'S Inserted Tooth AND CHISEL BIT CIRCULAR SAWS.

THIS SAW NEVER CLOGS

or chokes in the cut, it is a free and easy cutter, frees itself perfectly in all kinds of lumber. The bits Never work loose

IT REQUIRES NO SKILL

to keep the saw in order. Anyone using the old Spaulding teeth can use these bits by sending their saws to us and having the bit holders fitted into the sockets.

SAW MILLS AND MACHINERY

of all kinds made to order. Send for descriptive catalogue. 17 and 19 Fremont Street, San Francisco.

REMOVAL.

DR. MILNE

Has removed his office and residence to the

Corner of Douglas & Broughton Sts,

Formerly occupied by Dr. Powell.

TELEPHONE CALL No. 16

May 2, 1885. my2-tf

NOTICE.

LOO CHEE, otherwise Tong Kai, has no longer any authority to act in any manner for the firm of Kwong Lee & Co. All monies are to be paid to Loo Chock Fan alone.

LOO CHOCK FAN.

Witness—Tyng Kang. my15-1m

Dissolution of Partnership.

NOTICE is hereby given that the partnership heretofore existing between Joseph Tobe and Moses Lenz, of Government street, Dry Goods dealers, carrying on business under the firm name of York & Lenz, has been this day dissolved by mutual consent. All liabilities of the late firm will be discharged by Moses Lenz, by whom the business will be continued and to whom all debts due the firm must be paid.

JOSEPH TOBE,
MOSES LENZ.

Witnessed by CHAS. WILSON, Solicitor
Victoria, May 5, 1885. may7

Subscribe for The Weekly Times, the great family newspaper of the Pacific Northwest. Only $2 per annum.

SAILING OF VESSELS—RAILROADS, ETC

THE OPPOSITION

STEAMER

TEASER

OR

New Westminster, Port Hammond

And way ports, leaves Turner, Beeton & Co.'s wharf

SUNDAY EVENING AT 8 O'CLOCK
TUESDAY " "
THURSDAY " "

Fare to New Westminster - $1 50
Freight per ton - - - 2 00

WM. MOORE, Master.

$1.00.

Oregon Railway & Navigation COMPANY.

UNTIL FURTHER NOTICE THE PASSENGER Rate between Victoria and all ports on Puget Sound except between Victoria and Tacoma and Victoria and Olympia which is $2, will be

ONE DOLLAR

By the Steamers of the above Company.

JOHN MUIR, Traffic Manager. C. E. CLANCEY, Agent.
ROBERT IRVING, Victoria, Agent.

March 2nd, 1885. mar3

FOR SEATTLE.

ELIZA ANDERSON,

Via PORT TOWNSEND.

Will leave Victoria for the above-named ports every

Sunday at 2 o'clock A. M., and Wednesday and Friday at 8 A. M.,

Returning from Seattle, leave Tuesdays, Thursdays and Saturdays at 2 A. M. ja16

Pacific Mail Steamship Company.

THE COMPANY'S STEAMERS WILL SAIL FOR HONGKONG via YOKOHAMA as follows:

City of Rio de Janeiro, - May 21st
CITY OF TOKIO, - June 2nd.

Excursion tickets to Yokahama and return at reduced rates.

For NEW YORK via PANAMA.

SAN BLAS, - May 15th
At 10 o'clock A. M.

Taking freight and passengers for Mazatlan, Acapulco, Champerico, San Jose de Guatamala, Acajutla, La Libertad and Punta Arenas.

For Honolulu, Auckland and Sydney.

AUSTRALIA, - May 10th
at 2 o'clock p.m. or immediately on arrival of the English mails.

$10 additional is charged for upper cabin passage.

For freight or passage apply at the office, corner First and Brannan streets.

WILLIAMS, DIMOND & CO., Gen. Agents.

THE VICTORIA

TRANSFER CO.

Have been authorized by the

O. R. & N. CO.

AND THE

Northern Pacific Railway Co'y

TO

Check Baggage

OVER THEIR LINES

On and after 1st June next,

And this Company will

Check Baggage at Hotels, Residences, or at their Office,

TO ALL

EASTERN POINTS

Touched by the above named Comp'y. ma29

IMMIGRATION.

PARTIES WISHING TO BRING OUT their friends from Europe, Canada and the States, will save money by purchasing tickets from

HALL & COEPEL,

GOVERNMENT ST., VICTORIA.

Agents for Atlantic Steamship Lines and Grand Trunk Railway of Canada. fe9

THE WHITE HOUSE.

STAPLE AND FANCY

Dry Goods Emporium.

Government Street. VICTORIA, B. C.

Hutcheson, Young & Co. (1)

PIG BRAND

DUBLIN PORTER

QUARTS & PINTS,

JUST RECEIVED EX "HAIDEE."

R. C. JANION

STORE STREET.

SAILING OF VESSELS—RAILROADS, ETC

SECURE YOUR TICKETS FOR Overland Travel BY THE GREAT

Albert Lea & R'k Isl'nd ROUTES.

Connecting with the N. P. R. R. AT ST. PAUL AND MINNEAPOLIS

COMFORT, SPEED, PLEASURE, CHEAPNESS,

—ALL COMBINED.—

ROBERT IRVING, Agent, Victoria.

CHAS. KENNEDY, Passenger Agent, Portland, Oreg

European Steamship Company.

To and from Europe via the following Lines:
AMERICAN, ANCHOR, ALLAN, NORTH GERMAN LLOYDS, HAMBURG AMERICAN PACKET COMPANY ROTTERDAM LINE.
INMAN, GUION, NATIONAL STATE, ITALIAN LINE
WHITE STAR, RED STAR, CUNARD,

In Connection with Railroad Tickets Overland via

NEW YORK BOSTON BALTIMORE PHILADELPHIA OR QUEBEC.

For information call on or address

A. L. MAXWELL,
Agent N. P. R. R. Co.

Overland Ticket Office, Foot of Ash St. PORTLAND, OREGON.

Berths secured in advance by Telegraph.

E. G. PRIOR,

—IMPORTER OF—

Iron, Steel, Hardware

—AND—

Agricultural Machinery,

Builders' Hardware,
Miners' Outfits,
Farm Wagons,
Plows, Harrows,
Mowers, Reapers,
Twine Binders,
Etc., Etc., Etc.

GOVERNMENT ST., - VICTORIA.

WAR NEWS!

For a fine fitting and cheap suit of clothes, go to

Levi, the Tailor.

Citizens of Victoria are invited to examine my goods.

Levi, the Tailor.

New goods arrive by every Steamer, at

Levi, the Tailor's.

You will be astonished at the low prices, at

Levi, the Tailor's.

Don't forget the Place,

No. 37 Johnson Street,

QUEEN'S MARKET

GOVERNMENT ST. VICTORIA, B. C.

L. GOODACRE,

WHOLESALE AND RETAIL.

BUTCHER.

Contractor by appointment to Her Majesty's Royal Navy.

Shipping Supplied at Lowest Rates.

ESTABLISHED 1858.

Suits! Suits! Suits!!

Men's Boys and Children's suits in great variety and at cost

REDUCED RATES

As will pay you to see them before purchasing elsewhere; at

A. GILMORE'S,

JOHNSON STREET, Victoria.

TABLE DELICACIES,

AND ALL KINDS OF FINE FAMILY GROCERIES

A SPLENDID ASSORTMENT OF

Provisions, Liquors, Etc.,

Every article for hotel, boarding house or private family use.

HENRY SAUNDERS

CANADIAN PACIFIC NAVIGATION CO

LIMITED.

Taking effect from March 2nd, Steamers will leave as follows, viz:—

EAST COAST ROUTE.

FROM VICTORIA FOR	MONDAY.	TUESDAY.	WED'SDAY.	THURSDAY.	FRIDAY.	SATURD
Nanaimo & Intermediate Pts	7 A. M.		7 A. M.		7 A. M.	
Comox			7 A. M.			

FRASER RIVER ROUTE.

FROM VICTORIA FOR	MONDAY.	TUESDAY.	WED'SDAY.	THURSDAY.	FRIDAY.	SATURD
Ladner's Landing, New Westminster and Pt Homond.	7 A M		7 A M.		7 A M.	
Plumper Pass	7 A.M.				7 A M.	
Gravy le, Moody's le, Pt Moody		11 M				
Chilliwhack	7 A M					

NOTE—Freight for Hope, Yale and Points in the interior must be shipped via Port Hammond. Shippers are requested to mark weight on each package.

For Barrard Inlet Ports—Steamer Otter, Capt. Gardner will leave C. P. N. Co.'s wharf, every Tuesday, at 5 o'clock a. m.

No freight will be received after 5 p. m.

JNO. IRVING, Manager.

New Goods! New Goods!

NEW GOODS!

—Having Just Received an—

IMMENSE STOCK OF BOOTS AND SHOES

Which have been Bought in the Markets of the East at Unprecedentedly Low Figures, we are enabled to sell them CHEAP FOR CASH. Inspect Our Stock. No trouble to show Goods.

Queen Boot & Shoe House

Government and Yates Street.

GUNSMITHS, ETC.

HAS ARRIVED!

THOMAS THOMPSON

Practical Gunmaker from Birmingham, England.

Has also had 22 years experience in the leading Fire-Arm Factories of the United States. Rifles recut and rerifled. Sewing Machines repaired. Cutlery ground and set. Locksmithing and General Repairing done. All work guaranteed.

Shop—17 Yates St., next to S. L. Kelly & Co. P. O. Box 420. oct 15-tf

LIDDLE & KAEDING,

Sole Agents for the famous

Breech-Loading Shotgun of W. & C. Scott & Son, Parker Brothers, Colt, Remington, American Arms Company and C. Smith.

533 Washington St., San Francisco. oct 15-3m

H. C. WILSON,

Corner Johnson and Blanchard Streets,

MANUFACTURER OF

TIN & COPPERWARE,

AND DEALER IN

Stoves, Ranges, &c.

Plumbing, Gas and Water Pipes laid. Job Work and Repairing of Every Description. Promptly executed at Reasonable Rates.

Copper Steamboat Work & Pipe Work a Specialty.

Orders can be left at E. G. Prior's, Rossi & Gleselmann's and Pritchard House. ap24

THE BELMONT

Tanning and Boot and Shoe Manufacturing Co., Limited.

Manufacturers of and Dealers in

Leather, Boots, Shoes, &c

Upper, Sole, Kip, Calf, Harness, Russet & Bridle Leather.

Cash paid for Hides, Calf & Sheepskins

GOVERNMENT ST - VICTORIA, B. C.

The Best

Present to send to an absent friend is a copy of the

Weekly Times

ONLY $2

PER ANNUM.

Subscribe for it and send it to your friends

At Home.

NOW LANDING,

Ex "Cambrian Prince"

FROM LONDON.

PORTLAND CEMENT

JULES ROBIN & Co.'s first quality

BRANDY.

CURTISS & HARVEY'S

SPORTING

—AND—

BLASTING POWDER!

Tin Plates, Copper Bars, Fishing Nets and Twines.

KIRKMAN'S

Piano Fortes.

R. WARD & CO.,

WHARF STREET,

Agencies Royal, London and Lancashire Fire, Union Marine, London, and Provincial Marine, Standard Life Assurance Company. my18

Buy It! Try It!!

RED CROWN

FLOUR!

New Process.

Best for Family and Baker's USE

HAVE NO OTHER

For Sale by all Respectable Grocers At Wholesale and Retail

Ask for it! Manufactured by ISOM LANNING & CO. Albany, Oregon.

McKENZIE & MESTON,

Carriage Makers

—AND BLACKSMITHS—

GOVERNMENT STREET,

Between Johnson and Pandora Streets.

VICTORIA, B. C. (1)

VICTORIA STEAM LAUNDRY!

ESQUIMALT ROAD.

TELEPHONE CALL 529.

On and after this date, the Victoria office of the Laundry is abolished.

Orders may be sent direct to the Laundry by telephone or post, or left at Messrs. Fee, Fell & Co.'s, Fort street, Mr. Henry Saunders' store, Johnson street, or by telephone, No. 529.

The wagons of the Laundry will call at the residence or place of business of customers for goods that require washing.

Improved Machinery

Has been added to the Plant and orders can now be filled with greater dispatch and in better style.

The works are under the immediate superintendence of

MR. & MRS. J. W. MARVIN.

may29

The Daily Times.

Victoria, Monday, June 1, 1885.

For City and Provincial News see fourth page.

SCIENCE AND PROGRESS

Curious Accident to a Steamer.

The Alaska is the longest steamer on the sea. She is also the most famous, perhaps. Two or three vessels, the Oregon, the America and the Alaska, claim each to be the fastest steamers that cross the ocean. The exact truth in the matter is not yet settled, however. All three seem as near perfection, both as to comfort and qualities of speed, as steamers can be made. Certainly the Alaska is as fast as any. Her quickest voyage from New York to Queenstown was made in less than a week, the exact time being 6 days, 18 hours and 37 minutes. The voyage from east to west requires a little longer time than that from New York to Europe. The Alaska's fastest time from Queenstown to New York is 6 days, 21 hours and 40 minutes. She is called the "Greyhound of the Atlantic." This winter has given the ocean steamers the roughest weather they have encountered in years. Some few have been wrecked and lost altogether. The staunchest have suffered more or less damage from the fury of the wind and wave. There was terrific weather during the last trip of the Alaska from Queenstown. In the midst of it the magnificent ship broke her rudder, several days out of New York. She drifted at the mercy of the mad seas for some time, when fortunately a smaller steamer was signaled, and came to her aid. The Alaska had kept steam up during all these anxious hours. She took the little ship in tow, literally, and, it being lashed to her, served as a rudder. The big ship steamed and the little ship steered, and so the two came into port together. So great was the power of the huge ocean steamer that the smaller vessel was brought into New York a day ahead of her own time. Besides this, however, it is said the smaller ship received $200,000 for her services from the owners of the Alaska.

It was necessary to send to Europe for a new rudder for this ocean greyhound. It was shipped from the yards on the Clyde, and arrived in New York a few days ago. Meantime it was thought best to haul the steamer upon the dry docks at Brooklyn and give her a thorough examination, to see whether any part of her had been strained or sprung by the violent toss during this memorable voyage. This was accordingly done. She was out of the water some 48 hours. The Alaska is the largest ship that was ever upon a dry dock in America. This brief account of her cannot fail to be of interest to our readers. The illustration shows the mighty vessel as she lay upon the Brooklyn dry docks.

THE ALASKA ON THE DOCK.

Like most of our transatlantic vessels, the Alaska is owned in Europe. She belongs to the Guion line, and in 1881 was built on the river Clyde, in Scotland, headquarters of the world for ship construction. She is 536 feet in length, thus actually being nearly a tenth of a mile long. She is a ship of 8,000 tons, and has 9 boilers, with engines of 11,000 horse-power. Some idea of the force required to propel her may be had from the announcement of the fact that the Alaska carries regularly 76 firemen and coal heavers, and 10 assistant engineers. She is finished and furnished as no king's palace was in the old time, and is lighted by electricity.

The Tail and Muscles of the Whale.

The power of this tremendous propulsory apparatus is almost beyond conception. The weight of a full-grown whale may be appreciated when the reader reflects that the famous elephant "Jumbo" would have to be multiplied many times before his weight would equal that of a large whale. Yet the late Capt. Scott, Royal Navy, told me that when on the quarter deck of his own ship he repeatedly saw the whales leaping in mere play so high out of the water that the horizon was clearly visible under them. Now, Capt. Scott lived to be nearly 100 years old, and when he was in active service the quarter-deck of a man-of-war was at least 30 feet above the water; add to this measurement his own height (he being rather a tall man), and the reader can then appreciate the terrific power of the animal's tail. I may here mention that this habit of springing out of the water is called "breaching" by whalers. Besides the great muscular apparatus which has just been mentioned, the whale possess another muscle which surrounds the body; it is scientifically and happily called the "*panniculus carnosus*"—or "fleshy rag"—and is developed in various ways, according to the animal. It is with this muscle that the dog shakes his skin when he comes out of the water. The hedgehog has it very powerfully developed, in order to enable it to roll itself into the spiky ball with which we are so familiar. The manis, armadillo and echidna also possess it and use it for a similar purpose. Man has but very little of it, the chief vestiges being the muscles of the face, which give to the human countenance its changing expressions. The whale wants it for two purposes. He wants it to enable him to bend his body—a function easily observed in the dolphins as they curve their graceful course through the sea; but chiefly he needs it because by contracting it he can make his body heavier than a corresponding bulk of water. This he has no difficulty in doing, and when he wishes to seek the surface he has only to relax the pressure, when the body regains its original size and becomes lighter than the proportionate bulk of water. By means of this muscle the hippopotamus, the elephant, and the seal can sink themselves below the surface and rise again without moving a limb. For want of it man cannot perform this feat, and the best swimmer in the world would not be able to sink and rise again to the surface without moving hand or foot.—[Longman's Magazine.

A Wicked Editor.

[Philadelphia Call.]

Irate Subscriber—I want to see the fellow that wrote this article.

Western Office Boy—Must a been the editor, I guess.

"So I suppose. Where is he? Where is he, I say?"

"He's not in."

"Yes, he ain't in, ain't he? Ain't in, eh? Well, where is he?"

"He's attendin' the funeral of a man what called to see him on Monday."

The Unconscious Sublimity of Youth.

[Fall River Advance.]

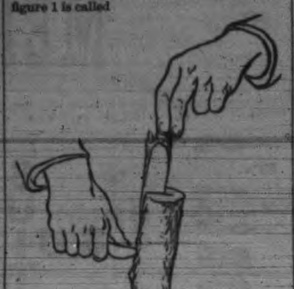
Nothing is more sublime than a mother's love, unless it be the first pair of pants which she makes for her little boy. And happily the little innocent never knows the sensation he makes when he is dressed into his first mother's work and trots around with the sitting-down curves of them in front of him.

BOYS AND GIRLS

The Children's Orchard.

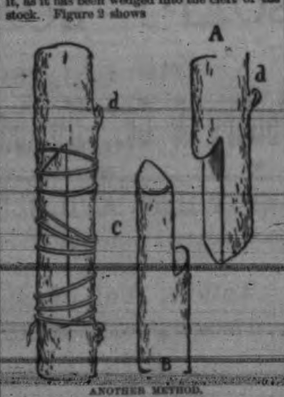
Our young people, boys and girls both, mind you, will find no work more delightful than learning to graft and bud all kind of fruit trees. The higher the civilization man reaches the more he eats fruit, and the greater varieties he discovers and cultivates. In The Rural New Yorker lately "Uncle Mark" has been giving the young cousins some lessons in grafting and budding. We reproduce the main points here. It will be a great delight to the young people to perform these operations and then watch their grafts. They will grow as the boys and girls grow, and blossom and bear fruit. Anybody who reads these directions carefully can learn how it is done. "Grafting," says Uncle Mark, "is planting a part of one tree or shrub into another that is growing. The growing part is called the stock and the part cut from another tree is called the cion or graft. The work may be done from now until the trees are in leaf, but the cions must all be cut before the leaves come out and kept in a cool, even temperature until wanted, or they may be used before the leaves on the stock appear."

There are several ways. That shown in figure 1 is called



CLEFT GRAFTING.

Get a cion of the fruit you wish to propagate. It must have a good bud on it. Cut your stock square across, then split it down one side with your sharp grafting knife. Cut your cion to a long sharp wedge, leaving a little bark on the outer edge. This is to knit and grow to the bark of the stock, exactly as physicians graft a bit of skin over a wound when the skin has been torn off. Plants and people are much alike in some ways. Fit the cion carefully into the split, wrap and tie it around with yarn, and then cover the place carefully with grafting wax. The picture shows the graft with the bud near the end of it, as it has been wedged into the cleft of the stock. Figure 2 shows



ANOTHER METHOD.

A, is the cion; B, the stock. With a sharp knife carefully cut a piece of wood each out of A and B, so that the spaces left will fit into one another. Then put A upon B and wrap and tie with yarn as shown in C, and cover with wax as before.

BUDDING.

This is taking a new bud from one tree during the growing season and inserting it under the bark of another tree. In Fig. 3 you see how the first part of it is done. The dotted lines on F, marked *f f* and *g g g*, show how much of the bark to cut off with the bud. H is the bud after it is cut off. The other part of the figure shows how to hold the branch while you cut off the bud. The next part of the process is splitting the bark of your stock to receive the bud. Split a branch of the stock lengthwise. Make another cut across the top of the first one so that the two together will be in the shape of a T. Raise the bark at the corners and slip the bud smoothly under. Cut the upper end of the bark upon the bud piece square across to fit the horizontal cut upon the stock. Wind the yarn tightly at the upper and lower ends, leaving only the bud itself and its leaf stalk uncovered. Begin to wind at the bottom and fasten the string above the T. You must work rapidly, so that the bud or the cut in the stock will not dry out. The yarn must be wound so closely that the air will be kept out of the cuts. Try it, children.

He was Not a Girl.

Ned belonged to a political club of small boys. They wore uniforms and carried torches, and he was the great standard-bearer for Blaine and Logan. His sister had supposed she could march with them. When her eyes were enlightened bitterness entered her soul. Was she not eight years old and that was two years older than Ned. The little woman rebelled against her lot. Between choking sobs she ejaculated: "I can't march, nor have a torch, nor anything pretty, nor any good time, just because I am a girl!"

When she came to dinner her great dark eyes were swimming in tears. She refused consolation kindly offered her by her father, and turning fiercely upon him, she exclaimed: "You are not a girl, you never wore a girl, you never can be a girl, and you never can know what I suffer!"

Japan Becoming Anglicised.

[Yokohama Letter.]

Among the better classes of the people are many who wear European dress, while still more wear a mixture of native and European. Along the streets one sees numerous signs printed both in English and Japanese, while in a large proportion of the stores people can nearly always be found who speak more or less English. Looking at these signs, I wondered whether a visitor to Japan 100 years hence would not find English the prevailing language in the Japanese streets. The tendencies are certainly in that direction.

Narrow Escape.

* * * Rochester, June 1, 1882. "Ten Years ago I was attacked with the most Intense and deathly pains in my back and —Kidneys,

"Extending to the end of my toes and to my brain!

"Which made me delirious!

"From agony! ! ! !

"It took three men to hold me on my bed at times!

"The Doctors tried in vain to relieve me, but to no purpose.

Morphine and other opiates!

"Had no effect!

"After two months I was given up to die! ! !

"When my wife

heard a neighbor tell what Hop Bitters had done for her, she at once got and gave me some. The first dose eased my brain, and seemed to go hunting through my system for the pain.

"The second dose eased me so much that I slept two hours, something I had not done for two months. Before I had used five bottles I was well and at work as hard as any man could, for over three weeks; but I worked too hard for my strength, and taking a hard cold, I was taken with the most acute and painful rheumatism all through my system that ever was known.

"I called the doctors again, and after several weeks they left me a cripple on crutches for life, as they said. I met a friend and told him my case, and he said Hop Bitters had cured him and would cure me. I pooh-ed at him, but he was so earnest I was induced to use them again.

In less than four weeks I threw away my crutches and went to work lightly and kept on using the Bitters for five weeks, until I became as well as any man living, and have been so for six years since.

It has also cured my wife, who had been sick for years; and has kept her and my children well and healthy with from two to three bottles per year. There is no need to be sick at all if these Bitters are used. J. J. BERE,

Ex-Supervisor.

"That poor invalid wife, sister, mother,

"Or daughter! ! ! !

"Can be made the picture of health!

"With a few bottles of Hop Bitters!

☞None genuine without a bunch of green Hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hops" in their name.

CHICAGO AND NORTH-WESTERN RAILWAY.

THE BEST ROUTE AND SHORT LINE BETWEEN

Omaha, Council Bluffs & Chicago.

The only line to take for Des Moines, Marshalltown, Cedar Rapids, Clinton, Dixon, Chicago, Milwaukee, and all points East. To the people of Nebraska, Colorado, Wyoming, Utah, Idaho, Nevada, Oregon, Washington and California, it offers superior advantages not possible by any other line.

Among a few of the numerous points of superiority enjoyed by the patrons of this road between Omaha and Chicago, are its two trains a day of **DAY COACHES**, which are the finest that human art and ingenuity can create; its **PALACE SLEEPING CARS**, which are models of comfort and elegance; its **PARLOR DRAWING ROOM CARS**, by any and its widely celebrated **PALATIAL DINING CARS**, the equal of which cannot be found elsewhere.

At Council Bluffs the trains of the Union Pacific Ry. connect in Union Depot with those of the Chicago & Northwestern Ry. In Chicago the trains of this line make close connection with those of all Eastern lines.

For Detroit, Columbus, Indianapolis, Cincinnati, Niagara Falls, Buffalo, Pittsburg, Toronto, Montreal, Boston, New York, Philadelphia, Baltimore, Washington, and all points in the East ask the Ticket Agent for tickets via the

"North-Western,"

If you wish the best accommodations.

All Ticket Agents sell tickets via this line.

M. HUGHITT, General manager. H. S. HAIR, Gen'l Passengr Agt; CHICAGO.

Intercolonial Railway,

The Direct Route from the West for all Points in New Brunswick, Nova Scotia, Cape Breton and Newfoundland.

THROUGH EXPRESS PASSENGER TRAINS run Daily (Sundays excepted) as follows;

Leave Pointe Levis	8 00	A. M
Arrive Riviere du Loup	12 05	P. M
" Campbellton	7 00	"
" Dalhousie Junction	7 41	"
" Bathurst	9 20	"
" Newcastle	11 00	"
" Moncton	1 40	A. M.
" St. John	5 30	"
" Halifax	9 20	"

The Grand Trunk Trains leaving Montreal at 10.15 p. m., connect at Pointe Levis with these trains.

The Trains to Halifax and St. John run through to their destination on Sundays.

All Trains are run by Eastern Standard Time.

D. POOTINGER, Chief Superintendent.

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GREAT OVERLAND ROUTE.

Northern Pacific R. R.

ONLY LINE running Pullman Palace Cars.
ONLY LINE running Palace Dining Cars. (Meals 75 cts. ts.)
ONLY LINE running Luxurious Day Coaches.
ONLY LINE running Elegant Emigrant Sleeping Cars, with berths FREE OF CHARGE.

Via St. Paul and Minneapolis.

☞NO CHANGE OF CARS OF ANY CLASS

ATLANTIC EXPRESS LEAVES PORTLAND 4.30 p.m. daily, arrives at Minneapolis or St. Paul, 12.25 noon FOURTH DAY. Connections made at St. Paul or Minneapolis for all points East, South and Southeast.

Through connection from Victoria made with Atlantic Express at Portland.

A. D. CHARLTON, Gen. Western Pass. Agent

No. 2 Washington Street, Portland.

ROBT. IRVING, Agent Victoria.

GEORGE VIENNA, DEALER IN

GAME, FISH, FRUIT, Vegetables, Etc.

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All kinds of Game, Fish, Fruit and Vegetables in season, and at reasonable rates. Orders carefully and promptly attended to. Free of Charge. ly

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The building and furniture are entirely new throughout, and it is the

BEST FURNISHED HOTEL IN BRITISH COLUMBIA.

The Building is Fire-Proof throughout, is most complete in all its appointments, and strictly First-Class.

☞Rooms may be secured by Telegraph.

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CHAS. WILSON, Manager. dec24

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N. W. corner Government and Johnson Sts.

IRISH, SCOTCH, AMERICAN WHISKIES.

Choicest Brands of Brandies, Etc.

Cool Lager Beer at

5 Cents Per Glass!

White Labor Cigars Only Sold Here.

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California Saloon,

Johnson Street.

HAVING purchased the above saloon, we will keep the Bar well supplied with the best brands of

Liquors and Cigars!

And will be pleased to see all our old friend and customers.

A. J. & I. BECHTEL.

my8-1m

C. P. R. SALOON,

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Now Open, Day and Night.

FREE LUNCH!

BAR SUPPLIED WITH THE BEST BRANDS of Liquors and Cigars.

M. McLEAN, Manager.

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The Colonist Hotel!

(LATE PARK HOTEL.)

LOVELY SCENERY!

BEAUTIFUL SURROUNDINGS!

A Pleasant and Healthful

Summer Resort for Families,

Overlooking Juan de Fuca Straits.

Only one mile from the Post Office, Victoria.

BACCHUS.

A glass o' guid whisky I'll tak' when I'm weary,
My blood it does warm and my spirits does cheer
And when I sit doon I intend to be merry;
Come fill up a glass and send it roun' here.

If you want the real Mountain Dew of auld Scotland, the Best English Ale, the best French Brandy, the Choicest Wines, the real old Jamaica, the most Select Boilers, the most refreshing beverages and the richest sandwiches, go to the

EDINBURGH.

For amusement, Brunswick Billiard and Pool Tables and Curling Table.

my20 S. ALLAN, Prop.

Dougla treet, near Yates.

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Board and Lodging, per week ..... $5.50 and $6.
Board, per week $4.50
Beds, per night 50cts

The bar is supplied with the best Wines, Liquors and Cigars.

my22 JOHN BERRYMAN, Propr.

ST. NICHOLAS HOTEL

Government St., Victoria, B. C.

FIRST-CLASS ACCOMMODATION.

Single Meals, 25cts. Beds, 25cts to 50cts. Board per day $1.00. Board per week, $5.50 to $7.00. Table Board, $4.50.

McCARTNEY & VERNER, - Props.

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RAILROAD HOTEL,

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MEALS AT ALL HOURS. Single Meals, 25 cents; Beds per night, 25 cents; Board and Lodging per week $5.50. Terms Cash.

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213 FORT STREET.

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—AND—

PAPER HANGER

Yates St., above Government.

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Dogs—Scotch Collies, (Shepherds) and other dogs. Address G. A. PERRIN,

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And all other requisites for mining.

Every Accommodation will be Furnished to any Parties heading at this place. There is a Commodious Wharf and ample Storage room.

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ALL GOODS AT PRICES TO SUIT THE TIMES.

Will Forward Freight and Passengers at Reasonable Rates.

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Port Essington, Skeena River, B. C.

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LETTERS OF CREDIT issued on the Principal Cities of the United States, Canada and Europe.

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Made at the

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ON YATES STREET, NEAR DOUGLAS, IS second to none for all general household uses. It will save more than half the labor of washing, and does the work complete without the use of lye soda or ammonia, which takes the life out of clothing and is so much used with common brown or rosin soap

We have now placed our soap with nearly all the grocers in the city, with full instructions on the wrappers, and ask for it a trial. We guarantee it in all respects to the extent of a return of the purchase price if any person can show that we have misrepresented it in any particular. J. E. McDONALD & Co.,

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The Best Grenade in the World.

Endorsed and Used by all the Leading Establishments in the United States.

Thousands of Disastrous fires could have been put out with a Single

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Of British Columbia.

When you wish to smoke ask your dealer for the famous

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ORGANIZED UNDER THE LAWS OF California, and is the strongest Life Insurance Company doing business on the Coast.

A. McKINNIE.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Monday, June 1, 1885.

New Premises.

THE TIMES has secured the office at present occupied by the B. C. express company and will move in there during the present week. Mr. Dufour has rented the office at present occupied by the TIMES, for an auction mart and will take possession next week.

CITY AND PROVINCE.

—Mary Burns, the Russian halfbreed, received four months for vagrancy.

—The Evangel brought twenty-two passengers to-day from Sound ports.

—There is now a regular tri-weekly train service on the C. P. R. from Calgary to the end of the track.

—Thirteen new townships were recently thrown open for settlement in the neighborhood of Calgary, west of the fourth meridian.

—Archbishop Seghers held High Mass at 11 o'clock on Sunday at Nanaimo and blessed the new bell at 3:30 p. m.

—The prisoners lodged in the lock-up at Beaver Creek, made good their escape during the recent fire at that point.

—A man named Clancy, charged with selling pools, was remanded until Wednesday.

—Mrs. Mary A. Leighton, who only recently arrived in this city from Toronto, died on Saturday night.

—The Reds want to play the Amities on the 13th, but our boys prefer waiting till the 4th of July.

—A public meeting will be held in Temperance hall to-night, under the auspices of the W. C. T. U.

—Professor Mongreni de Lassomm, the wizard and prestidigitateur, will appear at Philharmonic hall this evening. Reserved seats on sale at Ribben & Co.'s.

—A longshoreman imbibed too much whiskey this morning, and became very boisterous at the Albion saloon. He was taken in charge by Officer Young, and locked up.

—Complaints are made that the piles, which support the bridge on the Esquimalt road, are in a rotten condition. The matter should receive the attention of the proper authorities.

—Mr. C. H. Charity, stricken with paralysis a few days ago, died on Sunday, aged 55 years. He was a native of "Ole Virginia," and leaves a widow and one daughter. Funeral to-morrow.

—The Commercial Herald and Commercial Reporter of Portland, have both been incorporated with the Journal of Commerce. Three of a kind rolled into one.

—A few nights ago a sneak thief effected an entrance to W. E. Webb's bakery, Nanaimo, and stole about $5 from the till. Other attempts have been made throughout that city.

—The telegraph wires have been down all day and we are consequently without our regular afternoon dispatches, a matter of annoyance to our readers as well as to ourselves.

—Collector R. H. Smith, of Nanaimo, seized a few days ago a couple of pictures of Japan scenery which had been landed by some of the crew of the ship Narwhal, recently from Japan. The pictures had been disposed of to a party in town, without paying duty thereon.

—The customs returns at Port Townsend show that British Columbia bought from the United States during 1884, $1,198,981. American vessels carried exports thither to the value of $824,049.

—A dispatch, dated May 13th, from Spokane Falls, stated that the Kootenay Indians had commenced hostilities against the miners in that country. The report seems to lack confirmation.

—"Going to hell on wheels" is what an Illinois minister calls roller skating. The average girl, however, will still continue to take the chances of running off the track en route to Sheol.

—Letters are detained for postage addressed to: W H Lomas, Cowichan; L Beamount, New Mexico; Mrs Lins, Esquimalt; Ed Eccles, Sydney, Aus.; W Burnett, New Westminster; L Dragolich, Portland, Or.; Mrs. Fisher, Metchosin.

—Messrs. Gareschè & Green, this morning received over the counter a considerable quantity of gold nuggets and flour dust. The quality was excellent, and is understood to have been taken from the Fraser above Hope.

—It is understood that Mr. F. Beverly, for several years the agent of the Marine and Fisheries Department in this province, has retired, and that Capt. J. Lewis, well known in this province, will succeed him.

—The Columbian says that the Dominion government is losing immigrants because they settle on Vancouver Island! We always had a suspicion that the Provincial Secretary's organ looked upon this important portion of the province as a part of Washington Territory.

—A despatch to the New York Herald from San Francisco states that the Hessian fly has greatly damaged the wheat crop of the San Joaquin valley, and that where twenty bushels of wheat were expected, not more than seven will be realized.

—For the month ending April 30th three vessels cleared from Burrard Inlet with lumber, going to Shanghai, Melbourne and Buenos Ayres, and carrying 2,066,930 feet rough, 20,345 feet timber and green lumber, 920 bdls. lath, and 31,555 feet pickets, of the value in all of $22,542.37.

—Owing to the high winds prevailing yesterday, the Eliza Anderson did not go to San Juan, the excursionists preferring to wait for a week rather than run the risk of being sea sick. A large number of people gathered, and all were disappointed that the winds and waves had combined to spoil their promised pleasure.

—Surprise is expressed that the validity of such an important act as the new law regulating the Chinese, should be submitted to the Police Magistrate, whose functions are generally supposed to be almost wholly of an executive character, for the enforcement of the laws as they are found on the statute books.

—The city is full of tramps and idlers, who are hungry and ready for most any species of theft. They haunt the hotels and restaurants with pitiful tales of their starving condition. Deny no starving man bread, but keep an eye upon the silver is the advice of the Tacoma News.

—Mr. M. Bray, the collector at Nanaimo, under the Chinese Act, is determined to enforce its measures. It is not generally understood that any person employing a Chinaman, who has not procured a license, is liable to a fine of $40, for each Chinaman so employed.

—A private dispatch from Liverpool says that there is a good demand for California wheat, but red winter cannot be sold at any reasonable price. A later cable from the same party says that American red and spring wheats are dull, and the demand almost nil. But for California and India wheats there is a good demand at rather more money. California and India wheats are relatively about 7c below the price of red winter.

The Driard House.

An "Occasional Correspondent" of the Manchester "Examiner and Times," writing from Victoria, where the correspondent has resided for a year, thus refers to Victoria's great caravansery, whose fame is now world-wide. The correspondent says the Driard hotel is a large, square, flat-roofed house, destitute of any architectural pretensions, with small flat windows of uniform size and shape placed at uniform distances all round its four sides. To ensure dryness it is covered with a coat of vermillion paint, for owing to the quality of the clay the brick made in the province is very porous. The Driard hotel is truly cosmopolitan in its management. It is "run" by a Frenchman and a German, whose near connections, we were told, had been cuisinary chefs in the households of no lesser personages than a King of Prussia and a Duke of Sutherland; and the King of Prussia's man, it was reported, had even had the honor of being temporarily transferred to the Queen of England's service during one of Her Majesty's visits to Germany. These illustrious luminaries are no more; but their "souls go marching on," and their culinary recipes are faithfully handed down to posterity in the kitchen of the Driard. Gilt Italian waiters, whose gentlemanly appearance was enhanced by the plain tweed clothes they wore, astonished us by the bewildering rapidity with which they enumerated the equally bewildering variety of dishes they offered us; while a couple of Chinamen, with their queues wound round their heads so as to be out of their way while they worked, officiated as chambermaids.

Representative Journals and Journalists.

Messrs. Hall & Goepel representing the well and favorably known Travelers Insurance Company, of Hartford, Conn., have laid on our table a beautiful plate engraving of the "Representative Journals and Journalists." The Travelers has always been famed for its liberality to policy-holders; hence its immense popularity. It is likewise an exceedingly enterprising company. The plate before us is evidence of its still leading the van in respect of advertising. Fac similies of the leading American journals and their editors are produced with a clearness and distinctness that is truly wonderful. Many of the editors, since the engraving on the plate began have vacated the editorial chair forever, and gone to the great unknown land from whence there is no returning. We find the names of such veteran journalists as Geo. W. Childs, of the Philadelphia Ledger; Whitelaw Reid, of the N. Y. Tribune; James Gordon Bennett, Sr., and junior, of the New York Herald; R. M. Pulsifer, of the Boston Herald; Henry Watterson, the leading Democratic journalist, of the Louisville Courier; Victor F. Lawson, of the Chicago Daily News; Thurlow Weed; M. Halstead, of the Cincinnati Commercial; E. B. Haskell, of the Boston Herald; Joseph Medill, of the Chicago Tribune; Chas. A. Dana, of the New York Sun; Jos. R. Hawley, of the Hartford Courant; Oswald Ottendorfer, of the New York Staats Zeitung.

SUPREME COURT.

[Before Sir M. B. Begbie, C. J.]

May 30th, 1885.

Re Andrew Burns—This was an application by Mr. J. P. Walls, counsel for Burns, to make absolute a rule nisi for a writ of habeas corpus granted by the Chief Justice. The prisoner was convicted by Messrs. Porter and Croft, J. P.'s, at Chemainus, as a vagrant, and for being drunk and fined $25 and costs, and in default imprisonment for one month with hard labor.

The points raised were as follows: That there were two separate offences in the one commitment; that the fine was not payable until the 22nd May, 1885, and other grounds. The Chief Justice, after hearing argument of counsel, made the rule absolute, and the prisoner was discharged.

POLICE COURT.

(Before Edwin Johnson, Esq., S. M.)

In the Police Court this morning Tom, a Cowichan, pleaded guilty to being drunk and was fined $5 or one week.

The prisoners, Gant, Elliott and Davie, charged with stealing hogs, were remanded until to-morrow.

D. M. Steves, suspected of being insane, the effect of over indulgence in liquor, was discharged the doctors having declined to certify to that effect.

PERSONAL MENTION.

Gen. Sprague, a prominent Tacoman, and Mrs. Sprague, are registered at the Driard.

Archbishop Seghers is visiting Nanaimo. On his arrival there he was presented with an address by the Catholic congation of that city.

Mr. J. H. Liddell, representing the wholesale clothing firm of Huston, Fisher & Co., Montreal, is in the city and registered at the Driard.

Mr. John Wilson, lately of Portland, Oregon, and for many years in connection with Mr. William Dunbar, of that city, has removed to Victoria, and will permanently represent that gentleman in this city.

—Amongst the applications for a charter of incorporation under the Ontario Act we have the names of Messrs. R. Y. and J. W. Milne, of Toronto, with others, under the name of the Acme Silver Company for the manufacture of electro-plated ware. These gentlemen are brothers of Mr. A. R. Milne of the Customs department, Dr. Milne, and John Milne of the Albion iron works in this city.

An Innovation in Funerals.

The funeral of the late George Kelly, a child three years and six months old, son of Geo. Kelly, of Humboldt street, took place this afternoon from the residence, to the Methodist church and thence to the cemetery. Six pall-bearers, all between 8 and 11 years of age, accompanied the hearse, which was followed by a large number of carriages filled by a respectable class of half-breeds.

Beautiful Note Paper.

THE TIMES has to thank Messrs. M. W. Waitt & Co. for a package of their new and elegant stationery. The quality of the paper is excellent, while the heading is beautifully embellished with illustrations of the Gorge and Mount Baker. Those writing to friends at a distance should not fail to secure a package from Messrs. Waitt & Co.

—The editor of the Nanaimo Free Press is a fortunate person. He announces that Mr. Wm. Hilbert, of Skinner street, sent to his office on Thursday a fine mess of early potatoes, and that they were delicious.

—Three ocean-going steamships—Wilmington, Wellington and Idaho—left Departure Bay last Friday within a half-hour of each other, and presented a novel sight steaming down the gulf.

—Mr. Frank Bodwell has assumed the position of city agent to that old, reliable and well known insurance company of Hartford, Conn., whose assets are up in the millions, and shows a record excelled by none, having paid in losses over $60,000,000 since its organization.

NORTHWEST WAR NOTES.

Interesting Items on the Fight at Batouche Crossing.

Following is a passage in a letter from the council to one whom they wished to induce to join them: "The struggle will continue—the government will send reinforcements of police, and we will have to call out all the neighboring Indians, and early this spring men will cross in numbers the continental line, and the final result will perhaps lead us to celebrate the 4th of July instead of the 1st of the same July (Dominion day) or the 24th of May (the Queen's birthday.)"

Capt. George H. Young, Winnipeg field battery, and acting brigade major, was one of the coolest and most efficient officers in the corps. He carried orders everywhere, and finally led the final charge against Champagne's house, whence a hot fire was pouring. Lieut. W. Disbrowe was also ubiquitous and useful, and never allowed the supply of ammunition to fail, even though a charge was in full swing.

The Indians who were watching the Northcote went back to camp on Sunday and reported that the boat was hard aground, listed to one side (she was tied to the bank) and had twenty men killed. They made arrangements to go back early Monday morning and take possession, but found her gone. They were convinced that the devil had a hand in getting her away.

Batouche's ferry is one of the oldest in the Northwest, having been running for sixty years. It was named after the father of the present Batouche, whose real name is Latendre, the other being a transmitted nickname, the meaning of which no one seems to know. The present Batouche has been away for months, and has refused to take part in the rebellion.

Donald Ross, who, from all accounts, killed Capt. French, didn't live long enough to tell of it. In less than ten minutes he lay dead by the roadside with a bullet hole through his heart. The bodies of French, Fitch, Hardesty and Kippen have been shipped to their late homes.

As usual throughout this campaign the doctors have done admirably, and not one has hesitated to expose himself to danger, when by so doing he could ameliorate suffering or get a chance to save life.

Already the Indians have a name for the Gatling, and it is to them the holiest. They call it Manitou, and are divided in their regards between fear, reverence and awe.

In surrendering the breeds always carry a white flag, and religiously encircle their left arms with the white cloth adopted as the insignia of our mounted men.

None of the houses in or about Batoche were burned, though the propriety of destroying most of them was strongly urged upon the general.

THE NORTHWEST TROUBLES.

The Soldiers Ready to Endure Danger and Hardships.

In the course of an eloquent speech in reply to an address at the Ottawa College entertainment last night, his Excellency the Governor General, referred as follows to the troubles in the Northwest: The struggle in which we have been engaged in the Northwest is an insignificant one, compared to those great contests with which your studies of the history of the old and new world have made you familiar; but it has cost us already many valuable lives, and has brought sorrow and suffering to many a happy family, and desolation to many a quiet home. Public order and confidence will soon be restored, perhaps on a sounder foundation than before, but hope are many to whom victory will bring no consolation in the bitterness of their sorrow. We cannot forget them in the hour of success. By all of us the spring of 1885 will be remembered with mingled feelings—feelings of pain and regret that the peaceful career of this country should have been thus interrupted; feelings, too, I am glad to say, of pride at the thought that from every part of Canada, from Nova Scotia to the foot of the Rocky mountains, without distinction of locality or of race, our soldiers have shown themselves ready to endure danger and hardships in a spirit of the truest patriotism when the service of their country required their presence in the field.

THE CHINESE REGULATION ACT.

Its Constitutionality to be Tested in the Supreme Court of Canada.

The constitutionality of the local act, imposing a special tax on the Chinese, has been raised before the police magistrate. Tie Chung Yuen was summoned by Mr. W. K. Bull, collector, under the act, for refusing to pay for a license. Action was brought under section 5. Attorney General Davie appeared for the prosecution and Hon. A. N. Richards for the defence. The case was confined entirely to the constitutionality of the law. The Attorney General quoted the British North America Act to show that the Legislature had power to pass the act, and contended that it also had the right to impose differential taxation, quoting Hodge vs. the Queen in support of his argument. Mr. Richards held that the law was ultra vires, and compared it to a former act, passed by the Walkem government. That act imposed a tax of $48, and when it was attempted to enforce it, Judge Gray had decided that it was unconstitutional. He argued that the law was an invidious one, and that legislation of this character could only be passed by the Ottawa parliament. He made the points that it was an interference with trade and commerce, an interference with aliens, and also an abrogation of the powers and duties of the central government, which, as part of the British Empire, were directly responsible to the Imperial government. The arguments of the learned counsel are under consideration, judgment being reserved. It was intimated that the case would be carried to the Supreme Court of Canada.

Survival of the Fittest.

"You have a beautiful city, the location is all that could be wished for, your merchants are energetic and enterprising, but you have not enough good arable land as compared with your rocks and mountains, and the Chinese already have the cream of the business of the country. The question now is which of the two races can survive the other, and I am convinced that unless a change takes place the Mongolian will prevail against the white man." Such were the expressions made use of this morning to a TIMES representative by an eastern merchant, who recently arrived in this city with the view of locating in the province.

Two Bodies Found.

A Yale dispatch of yesterday says that the dead bodies of two men, an Italian and a Chinaman, were picked up in the river to-day by Indians near number one tunnel. An inquest will be held to-morrow, but the bodies are so badly decomposed that identification is almost impossible.

Go to the Oriental for the celebrated Ice Cream, Creme de Cacao a la Vanille.

A Year in Victoria.

There appears in the Manchester, England, Examiner and Times, of the 6th of May, a lengthy letter of three and a half columns, written by a correspondent of that journal in this city, in which she has resided for a year. The fair correspondent is gifted with a ready, graphic pen and the letter in question reflects much credit on the writer. On entering the Straits she says: The scene that met our eyes was one of extreme beauty. On our right hand, as we steamed slowly up the straits, we had the snow-covered range of the Olympian mountains, apparently rising out of the blue water. On our left were the green fir-clad hills of Vancouver Island, their dark outlines showing distinctly against the bright blue background of the sky. The more distant landscape before us was at first hidden by a light haze, which the sun gradually dispelled, revealing a wider expanse of water, and then, farther away on the mainland, the isolated snow peak of Mount Baker. The dark fir hills of the island had an aspect of undisturbed restfulness, which charmed us by its contrast with the glittering ripples of the straits and dazzling brightness of the mountains. The Olympians form a long, continuous range, and, rising directly from the sea level, they impress one as more lofty and majestic than their height, which varies from 4,000 to 6,500 feet, would lead one to expect.

Then we passed the fine spacious harbor of Esquimalt, where the largest ships can enter at all times, and then the low rocky promontory that separates it from the Victoria Inlet. The Victoria harbor is not easily accessible, for it is entered through a narrow winding channel, half a mile or more in length, but its bare rocky shores were preferred by the settlers to the thickly-wooded land that surrounds Esquimalt. A new wharf for the better accommodation of steamers of large size, has recently been built at the entrance to the harbor, and it was there that we landed on that lovely Sunday morning, just in time to enable one of our fellow-travelers, a young Presbyterian minister, from Ontario, who was not encumbered with much luggage, to gratify his wish to attend church.

Victoria struck us at first sight as being not unlike a small market town in England; but the streets, as in all American and Canadian villages even, are broad and straight, running at right angles with one another. There are no unsuspected short cuts; no narrow winding lanes and alleys, and no quaint corners. But there is sufficient irregularity in the shops and houses; and except in the main streets, which have been made level by the free use of gunpowder, the wooden sidewalks are frequently interrupted by great blocks of rock. All sorts and sizes of houses are jumbled together; and "rookeries" and hovels, from which the paint has long ago disappeared, stand side by side perhaps with a brand new red brick building. A few pounds of paint would greatly improve the appearance of the town, but under the influence of an expected "boom" the Victorians are gradually effecting a more radical change by transferring the small and shabby cottages bodily into the country. But no city made by man will ever be worthy of the natural beauties amidst which Victoria is placed. Only a New Jerusalem, with walls of jasper and gates of pearl, would fit rightly into such a setting.

In the spring of 1884, when we arrived in the colony, Victoria had enjoyed a quarter of a century of quiet, peaceful days, during which steady, if slow, progress had been made. A monthly and then a weekly mail boat from San Francisco had brought about more rapid communication with England and the east. In 1882 the North Pacific line was opened to Portland, and steamer connection established three times a week; while a few months after our arrival the merchants of Victoria had to brace themselves to meet the exigencies of a daily mail. London and Liverpool business houses had sent out their representatives, and the Hudson Bay company's ship was no longer the only one that sailed from England to Vancouver Island. Indeed, we were told that the wholesale houses in Wharf street had become more than equal to the demands made upon them, especially since Eastern Canadian firms had also sent their agents to the province.

Running parallel with Wharf street is Government street, where the principal retail shops are to be found. The post-office, the banks, and the newspaper offices are also in Government street, and conspicuous in the line of buggies and somewhat shabby landaus, each with its team of horses, that stand for hire along the middle of the street, we noticed a solitary hansom, whose unmistakeably cockney driver, with his tall chimney pot hat, at once carried us in memory to Regent street and Piccadilly. But, within a few months, Lord John Russell, as he was styled, made a successful land speculation at the supposed terminus of the Canadian Pacific Railway, and advertised the sale of his hansom and his own "retirement into private life."

Wonderful Change in a Quarter of a Century.

The Victoria correspondent of the Manchester Examiner and Times thus refers to the Victoria of twenty-five years ago: "Five and twenty years ago, Victoria was merely a post of the Hudson Bay Company, and Fort street and Bastion street still remain to remind one of the days when it was necessary for the trading station to be sufficiently fortified to withstand an attack from the Indians. At that time the only direct communication with England was the ship that was yearly loaded in London, and in six slow months crossed the Atlantic ocean, rounded Cape Horn, and sailing up the Pacific coast of America, through temperate and torrid zones, reached at last the distant northern settlement. We had the good fortune to have letters of introduction to a fine Scotch family, who were among these early settlers, and Mrs. —— told me how, on the long voyage, her children became so much at home on board the ship that they cried when the time came to leave her, and how she had to throw shawls over their heads when they landed lest they should be alarmed at the wild appearance of the Indians on the shore. In those days everything was dated from the arrival of "the ship," and it is even said that weddings were at times put off until "the ship" should bring a fresh supply of rings.

Will Return.

Prof. A. L. Francis will visit Victoria on or about June the 10th, prepared to fill all orders for tuning and repairing, and will continue to make periodical visits.

Two thousand yards BROKEDOUNDE SUITINGS. Five yards for $1, at BROWN & WHITE'S.

Choice PLAIDS, Fancy GINGHAMS and BROCADED SILKS at the ALBION HOUSE.

The Scott Act carried in the county of Frontenac, Ont., on the 21st by a majority of over 400.

NEW BOOKS.

The Revised Version of the Bible at J. B. FERGUSON & CO.'S.

Harper's Monthly June at J. B. FERGUSON & CO.'S.

Century for May at J. B. FERGUSON & CO.'S.

Mark Twain's new books at J. B. FERGUSON & CO.'S.

VOICE OF THE PEOPLE.

[While the columns of THE TIMES are open for the discussion of questions of public interest by correspondents, it must be understood that it does not necessarily endorse, nor coincide with, the sentiments expressed by writers in this column.]

Fair Play to Hackmen.

TO THE EDITOR OF THE TIMES:

SIR,—Some time ago an order was issued by the C. P. N. Co. forbidding hacks to drive down on their wharf on the arrival of the Sound steamers. Now, in justice to the hackman, I think they are all perfectly satisfied to stay upon the street, providing all are kept there; but if the wharfinger in charge allows one he should let all go down, and all would be treated fairly. It was only yesterday when the Olympian came in some were there and some on the street. The wharfinger came out of the shed and asked for the drivers of the carriages and walked away. Now is that fair play? Now I should suggest for one that has been driving for nearly 15 years, that when a steamer comes in let the wharfinger, or whoever is in charge of the wharf, shut the gates until the passengers are off it. This will not take many minutes, or else open them and let us all down, and not one or two. We all want to make all we can, and fairly; but by giving one or two the advantage I hardly think it fair. Hoping this will meet the eye of the manager of the C. P. N. Co. and give us justice. S.

Beautifully TRIMMED DRESSES for $5.50 at the ALBION HOUSE.

Plain and Fancy JERSEYS at the ALBION HOUSE.

For the best variety of pictures and picture frames, go to J. Sommer's, 209 Government street.

Baby Carriages at J. Sommer's, 209 Government street.

Ayer's Sarsaparilla has such concentrated, curative power, that it is by far the best, cheapest, and surest blood purifier known.

NEW FRENCH SATTEENS, Zephyrs and Cambrics at the City House.

SUMMER CLOAKINGS in plain colors and fancy mixtures at the City House.

LADIES' SUMMER MERINO UNDERWEAR and silk hosiery at the City House.

NEW SWISS EMBROIDERIES in white and fancy colors at the City House.

NEW DRESS and mantle trimmings, ornaments, fouragiers and fronts at the City House.

BURRING LACE CLOTH—The new summer dress material at the City House.

THE FAVORITE GLOVE—"The Princesse" in tan colors with black, self, or fancy points, at the City House.

Ladies' Jerseys and Silk Dolmans, latest styles, just received. Brown & White, Government street.

The London Bazaar has just received a fine lot of new goods from London, England.

Ladies' and Children's UNDERCLOTHING at the ALBION HOUSE.

The finest display of SILK DULMANS at the ALBION HOUSE.

Call and examine the styles, and get prices of furniture just received at Anderson & Anderson; 205 Fort street.

VANCOUVER.

COAL HARBOR.

Messrs. F. C. Innes & Co. having opened an office at Granville, on Coal Harbor, intending investors can now avail themselves of the opportunity offered by examining and purchasing directly upon the ground. The advantage of doing so is obvious, therefore, before investing your money you should see Coal Harbor and call upon Messrs. F. C. Innes & Co. at the same time.

Anderson & Anderson are selling their stock of new furniture, consisting of Bedroom, Parlor, Dining and Kitchen furniture, Lounges, Easy Chairs, Extention, Centre, Leaf and other tables, Spring Mattresses, Bedsteads, and a large variety of Chairs, Pictures Framed, all kinds of work made to order, at Prices never before reached in Victoria.

New Ready.

The B.C. Directory for 1885, just issued by R. T. Williams, Publisher, is a perfect compendium of information concerning the city of Victoria and the Province of British Columbia. The subscription price, $3.50, is so low that it should be kept as a book of reference in every business house and residence in the Province.

Appolinaris.

Natural mineral water, direct from the Springs, for sale by

NEUFELDER & ROSS.

Go to the Roller Coaster to-night.

J. BAGNALL & CO., Victoria, B. C., the only exclusive Music House in British Columbia. The largest stock of Pianos and Organs in the Province. A complete assortment of everything in the musical trade.

Robt. T. Williams, Book Binder Paper Ruler and Blank Book Manufacturer. Maps and Drawing Paper Mounted. Office of the B. C. Directory Broad St.

THE GOLDSTREAM EXPRESS

Will leave Mr. A. Gilmore's store, Johnson street, every morning at 8:30 o'clock, and returning will leave the Goldstream House at 5 p. m., for Victoria. JAMES PHAIR, Manager. may6dw

NEW TO-DAY.

FIRE INSURANCE.

Ætna Insurance Co.

OF HARTFORD, CONN.

ESTABLISHED 1819.

Cash Assets..... $10,000,000
Losses paid in 66 years.. $60,000,000

Risks accepted at current rates of premium and losses paid with promptitude and liberality.

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CITY AGENT,
Government street,
June 1. Next door to Telegraph Office.

For San Francisco.

Carrying her Majesty's Mails, Wells, Fargo & Co's Express, and Northern Pacific Express.

The Pacific Coast Steamship Co.'s Steamer

Geo. W. Elder,

CAPTAIN HOLMES.

Will sail from Victoria wharf, outer harbor, for San Francisco on

THURSDAY, JUNE 4th, AT NOON.

Intending shippers are requested to make arrangements for freight as early as possible, so that room may be reserved for their shipments.

Freight for shipment by her is required to be on the wharf of the undersigned by 5 o'clock p. m. on Wednesday, June 3rd.

For Freight and Passage apply to

WELCH RITHET & CO.,
June1. Agents.

"THERE IS NO EXCUSE! IF YOU HAD CARRIED A ROCKFORD WATCH THIS ACCIDENT WOULD NOT HAVE HAPPENED."

G. W. A. LANGE & SON, Victoria, Sole Agents for British Columbia.

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Between
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—AND—

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PLATED WARE, CUTLERY, &c.

The Largest Stock and Best Assortment in British Columbia at Lowest Prices at

JOHN WEILER'S,

FORT STREET, VICTORIA.

Send for Price List. P. O. Box, 218.

AUCTION.

On Friday, 5th June,

AT 11 O'CLOCK A. M.

I have been instructed by H. Moffatt, Esq., Executor of the late Thomas Charles, to sell by

PUBLIC AUCTION

At his residence, Dallas Road, James Bay,

DRAWING ROOM.

Brussels Carpet, Center Table and Cover, Pictures, Mirror, Drawing Room Suite, Book Case, 50 volumes by standard authors, Brackets, Ornaments, Curtains and Cornices, Cottage Piano by Ivory, and Parlor Organ.

DINING ROOM.

Extension Table, Walnut Sideboard, Carpets, Rugs, Pictures, Whatnot, Easy and Sitting Chairs, Clock, Ornaments, Mirror, Silverware, Linen, Lamps, Secretaire, Curtains and Cornices, Coal Scuttle.

HALL.

Oilcloth and Carpet, Hat Rack, Elk and Moose Horns.

BEDROOMS.

Bedsteads, Bureaus, Washstands, Carpets, Mattresses, Blankets, Linen, Chamber Sets, Mirrors, Tables, and Chairs.

KITCHEN.

Large Medallion Range and Fixtures, Kitchen Tables, Chairs, Crockery, Tinware, Tools, Ransom & Sims Lawn Mower and Iron Roller, etc.

G. BYRNES,
may30 5t Auctioneer.

NEUFELDER & ROSS, Importers and Dealers in Staple and Fancy Groceries, Wines & Liquors, quality Guaranteed. VICTORIA, B.C.

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JUNE 1st AND 2d.

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